AUGUST 2000 $3.95

RAILFAN & RAILROAD

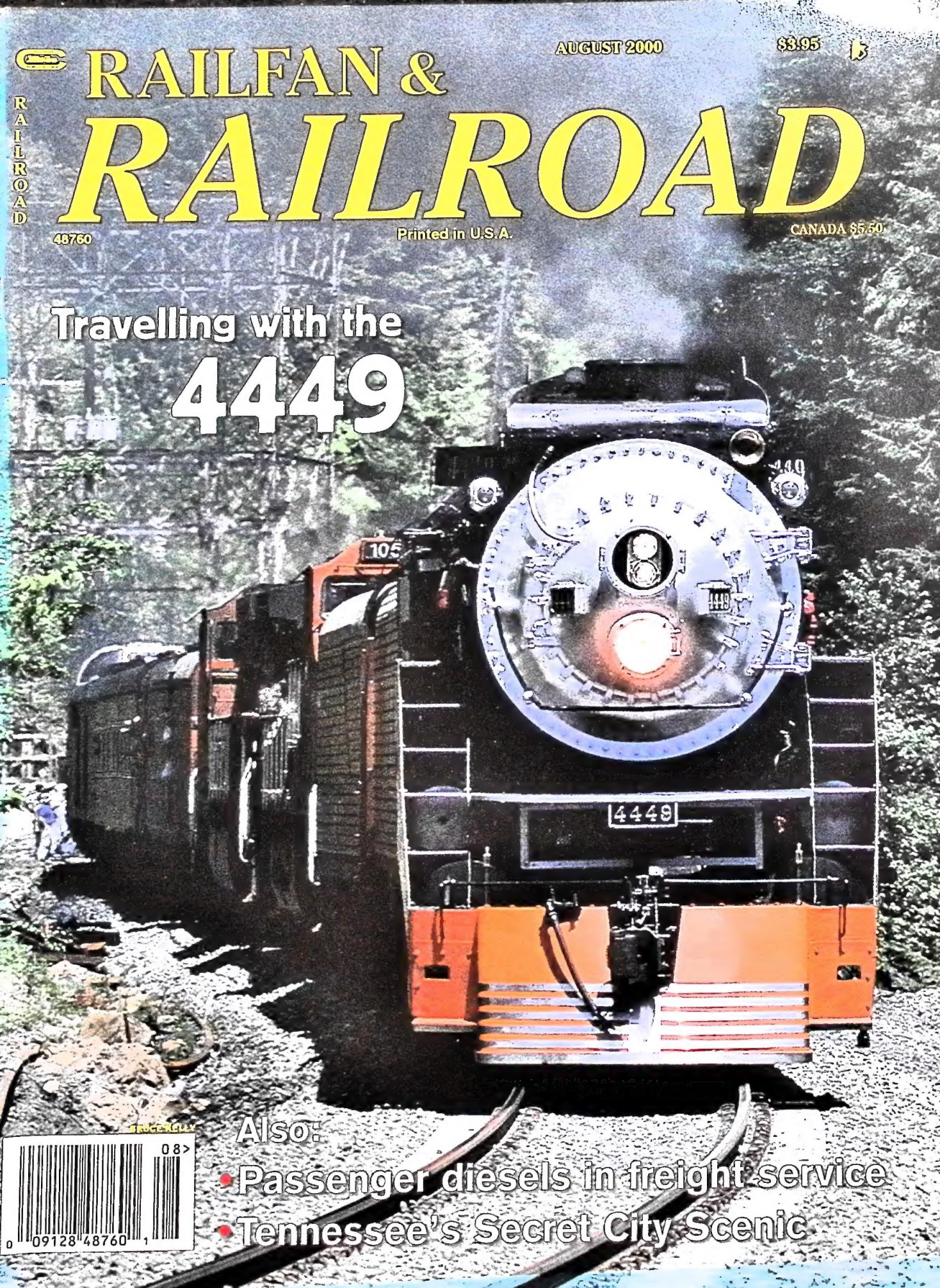
RAILROAD

48760

Printed in U.S.A.

CANADA $5.50

Travelling with the 4449

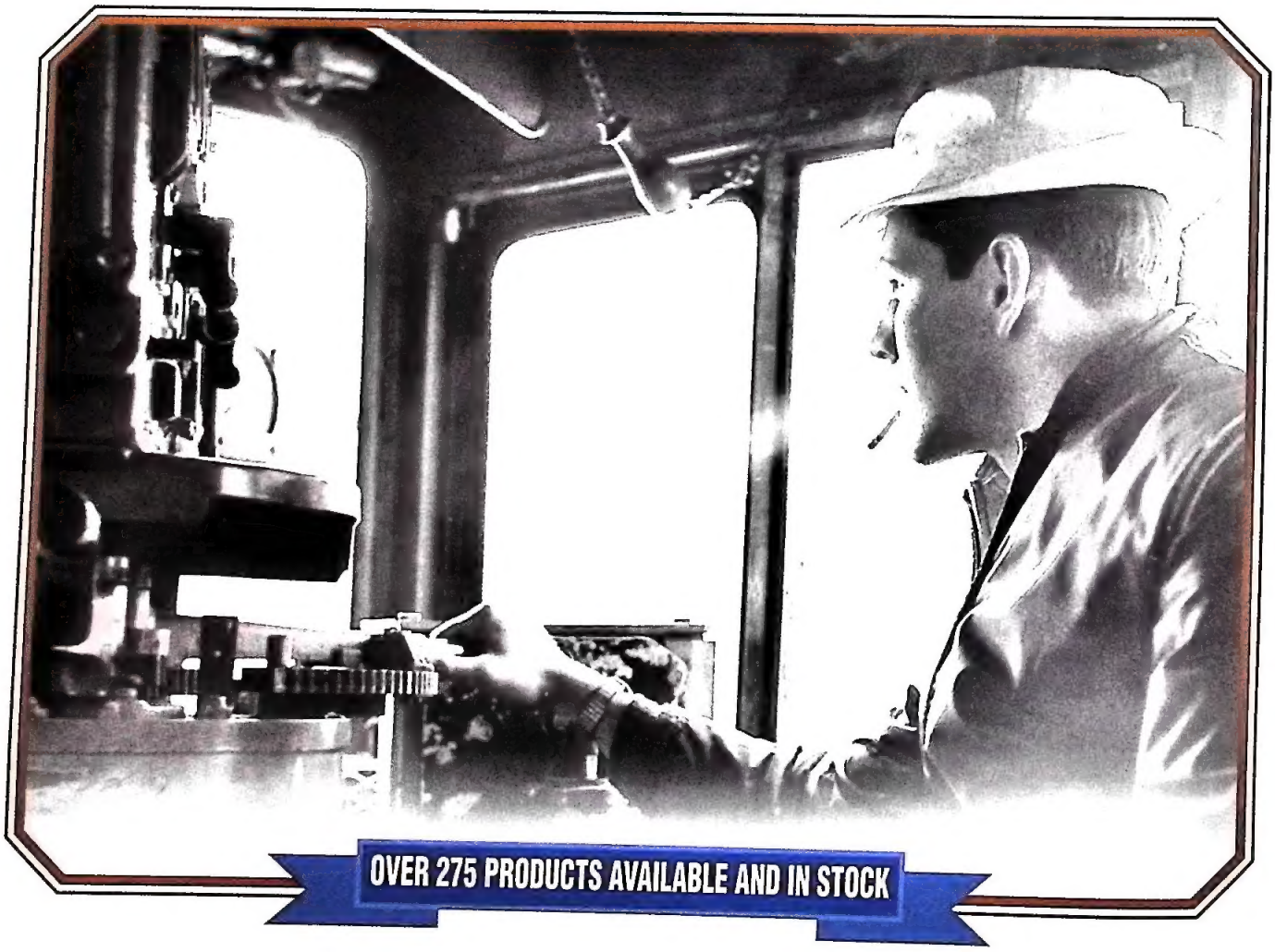


Also:

- Passenger diesels in freight service
- Tennessee's Secret City Scenic

08>

0 09128 48760 1



HEAD-END VIDEOS • TRACKSIDE VIDEOS
VINTAGE VIDEOS AND MOVIES • STEAM, DIESEL & ELECTRIC ENGINE VIDEOS
TROLLEY VIDEOS • PHOTOGRAPHIC CD'S

1-800-258-4546 | WWW.TRAINFANS.COM

RAILFAN & RAILROAD®

Contents

AUGUST 2000 / VOLUME 19 NUMBER 8 RAILROAD / founded 1906 / volume 122 number 5

Features

6 ***Popular Photography* Visits the B&O Museum** *by Steve Barry*
Photography students take a different look at railroad subjects.

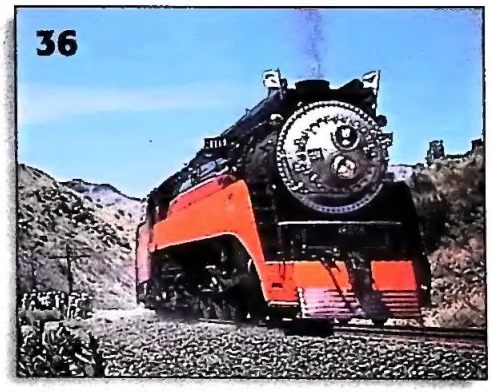
30 **The Last Passenger Units** *by Dan Munson*
A roll call for the remaining pre-Amtrak passenger locomotives still active in Class One service.

36 **4449: Travelling with a 4-8-4** *by Tom Kelcec*
A detailed look at the day-to-day operations and management of the renowned Southern Pacific Daylight.

44 **A Secret City and a Not So Secret Train** *by Barton Jennings*
With the Cold War over, the Oak Ridge, Tennessee, site of the Manhattan Project opens its doors to a tourist railroad.

48 **Not Much Different, And Not Even Close** *by Andrew S. Nelson*
Reflections on two photographs, taken 31 years apart.

In Focus/*news-features*
20 Casey Jones Remembered *by Tom Savio*



Departments

4 **Publisher's Desk/**commentary *by Hal Carstens*
8 **Fanmail/**letters from readers
9 **Timetable/**railfan events guide
16 **Lineside Legacy/**preservation news *by Jeff Terry*
21 **Videos/**videotape reviews
24 **Drury On Board/**commentary *by George H. Drury*
25 **Camera Bag/**guide to railfan photography *by Jim Boyd*
26 **Railnews/**news stories and photos
50 **Book Depot/**railroad book mart
52 **On The Menu/**dining by rail *by James Porterfield*
53 **Railfun/**cartoon by Curt Katz
54 **Railroadiana/**product news and reviews
56 **Railfanning Is/**humor
57 **We'd Like You to Meet/**Dan Munson
58 **Transit Currents/**transit news *by George M. Smerk*
60 **Museum & Tourist Line Directory**
62 **Markers/**editorial commentary
65 **Advertising Index/**the railfan marketplace
66 **Final Frame**

on the cover

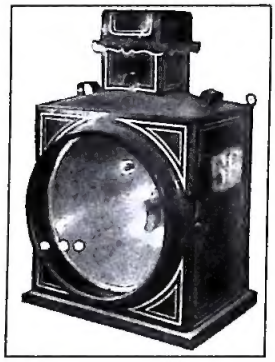
Leading the first public excursion over BNSF's recently resurrected Stampede Pass line, No.4449 has just exited Stampede Tunnel at 1:20 p.m. on June 15, 1997. Read all about the operations of the famed Southern Pacific Daylight 4-8-4 beginning on page 36. Photograph by Bruce Kelly.

Publisher's Desk

Collecting Railroadiana

I FIRST MET Edwin P. Alexander shortly after joining this publishing company when I had to photograph various bits of railroadiana he had accumulated through the years. Ed experimented with HO in the 1920s, making one of the first American design locomotives in that scale: a Pennsylvania DD-1 electric loco. In the early 1930s Ed started the American Model Railroad Company, manufacturing O scale locomotives and cars and later was noted as a custom builder of industrial models. Many of the cars operating on the Railroads in Action display at the 1939-1940 New York World's Fair were made by Alexander and years later he delighted in acquring some of these, restoring them to their original appearance.

Ed was a prolific writer and an article by him appeared in the very first issue of (RAILROAD) MODEL CRAFTSMAN in March 1933. He would later write a number of railroad books including one on the Pennsylvania Railroad, one of his favorite railroads. Ed had moved from New York's Westchester County to New Hope, Pennsylvania, into a 200-year-old stone farmhouse with a large barn which immediately became his workshop, office and home to his growing collection of scale and toy train models. A flock of sheep shared the barn with Ed's collection.



To enter the barn you frequently had to shove your way through the sheep. Once inside, the first floor was divided into a number of rooms, many of which were lined with shelves holding his scale and toy train collection. Comfortable chairs plus a large pool table, a one-armed bandit and a well stocked bar made the barn a comfortable place for model railroad manufacturer and toy train collector meetings. Ed was a charter member of NMRA as well as TCA and several of TCA's first meets were held in Ed's barn. In fact, the Train Collectors Association was born in the barn at an early ad hoc meeting of Alexander, Bill Krames, Lou Redman and other collecting notables.

The barn was a railfan's delight. Ed's office held cabinet after cabinet of his paper collection of rare old photographs, blueprints, stock certificates, tickets, posters and other memorabilia dating to railroading's earliest days. Several of the posters warned women and children to be ware of the dangers of the terrible steam locomotives! Having started in railfanning at the hobby's beginnings, Ed was able to accumulate rare old items before most people realized their value, intrinsic or real.

Ed also had a huge collection of hard railroadiana: an oil headlight (**above**) and railroad lanterns — many of which dated back to railroading's earliest days. These were tastefully arranged around the Alexander barn. In the 1950s he produced a set of six earthenware dishes, each with an early locomotive design and an O scale model of the *Tom Thumb*.

Other cabinets held Ed's collection of railroad watches, badges, glass candy locomotive jars, pipe tobacco packages emblazoned with lithographed full color locomotives, match covers. If the item had a railroad theme, it was collectable. Ed also operated a 1½" scale live steam railroad across the road from his barn.

Several years before Ed's passing, he sold his collection to private sources. He died in August 1981 at the age of 76. Ed received the NMRA Distinguished Service Award in 1965, and was inducted posthumously into the Model Railroad Hall of Fame in 1985 and the NMRA Pioneers of Model Railroading in 1994.

RAILFAN & RAILROAD

Carstens Publications
Newton, New Jersey 07860

www.carstens-publications.com
www.railfan.com

Publisher *Harold H. Carstens*

Managing Editor *E. Steven Barry*

Associate Editor *George W. Fletcher*

Editorial Secretary *Maureen Frazer*

Traction Columnist *George M. Smerk*

Menu Columnist *James D. Porterfield*

Traction Publications Columnist *Joe L. Diaz*

Preservation Columnist *Jeffrey D. Terry*

Columnist *Thomas D. Dressler*

Columnist *George H. Drury*

Cartoonist *Curtis L. Katz*

Director of Advertising *John A. Earley*

Advertising Sales Manager *Pieter Uptegrove*

Director of Marketing *Christopher R. Kimler*

Advertising Production Manager *Larry Deitch*

Art & Advertising Production *Tammy J. Havens*

Cartography *Walter C. Lankenau*

Assistant to the Publisher *Phyllis M. Carstens*

Editor Emeritus *James A. Boyd*

Circulation Manager *Henry R. Carstens*

Circulation *Yvonne Caporaso*

Advertising Secretary *Mary Ann Lengle*

Reader Service *Lynn Thomas*

Dealer Service *Cathy Streeter*

Shipping Manager *John Loux*

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Henry R. Carstens, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700.

Copyright © 2000 by Carstens Publications, Inc. Printed in U.S.A.

Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $29.95 per year, $57.00 for two years, $82.50 for three years. Canadian (includes GST) & Foreign: $39.95 for one year, $77.00 for two years and $112.50 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

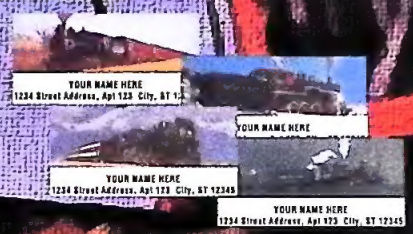
CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 973/383-3355. FAX: 973/383-4064.

Rail Enthusiast Checks

Checks that reflect your passion for the rails—at a fraction of bank costs and with all the latest fraud protection security features! A box of single checks costs only $12.95. Or enjoy the convenience of duplicates, with instant check copies, for only $14.95 per box. Order two boxes and save an extra $4. Distinctive leather cover and matching address labels are available for each design. And every order includes one-part deposit slips, check register, and recycled vinyl cover.

Order now and put a little steam in your wallet!



Matching Self-Adhesive Labels:
9KL03 Steam (shown)
9KL04 Diesel

Matching Leather Cover L9K03

9K03 Steam Trains

9K04 Diesel Trains

"All Aboard!"
Checks & Accessories For The Rail Enthusiast

Ordering Instructions

Enclose all 4 of the following items in an envelope:

A. Completed Order Form

B. Voided Check (or reorder form from current supply) with any changes indicated

C. Deposit Slip (also from current supply)

D. Payment Check, payable to **IDENTITY CHECK PRINTERS**

For Address Label Orders:

On a separate sheet of paper, clearly print the information exactly as you wish it to appear on your order. Maximum 2 lines. Send this along with the other order items.

Name: 34 letters and/or spaces maximum.

Address: 50 letters and/or spaces maximum.

Special Lettering: For a small additional fee, you can select an optional lettering style for Checks and Labels. Standard lettering is shown on the products. Indicate your choice(s) on the ordering form.

(C) Old English (E) *Elegance*
(D) *Script* (F) Contempo

100% GUARANTEE! If for any reason you are not completely satisfied, we will replace your order or refund your money. For your protection, orders will be shipped to the address on your checks unless we are otherwise instructed. All orders are shipped via bulk mail, (USA delivery only). Please allow 2-3 weeks for delivery.

A photocopy of this form is acceptable. *Offer expires 6/30/01*

Name: _____

Daytime Phone: ( )

E-mail Address: _____

Check Design # 9K ☐☐

Check Name: _____

Start checks with this number: ☐☐☐☐

☐ Check here if you do NOT wish to receive a vinyl checkbook cover.

F9K365

Mail the completed order to:
IDENTITY CHECK PRINTERS
P.O. Box 500
Joppa, MD 21085-0500
1-800-874-5910

Visit our website at www.identitychecks.com

Single Checks
☐ 200-$12.95 ☐ 400-$21.90 Save $4 on 2nd Box! $ _____

Duplicate Checks
☐ 150-$14.95 ☐ 300-$25.90 $ _____

Special Lettering Style # ☐ add $2.00 $

Individual Labels: Design # 9KL ☐☐
☐ 144 Labels $7.95 ☐ 288 Labels $13.90 $ _____
Special Lettering Style # ☐ add $2.00 $

Leather Checkbook Cover:
Design #L9K03 add $19.95 $

Shipping & Handling $1.95 per item $

Express Mail Service (Includes In-Plant Rush & Priority Mail) add $7.00 $

Subtotal $

Sales Tax only for delivery in Arkansas (6.125%) and Maryland (5%) $

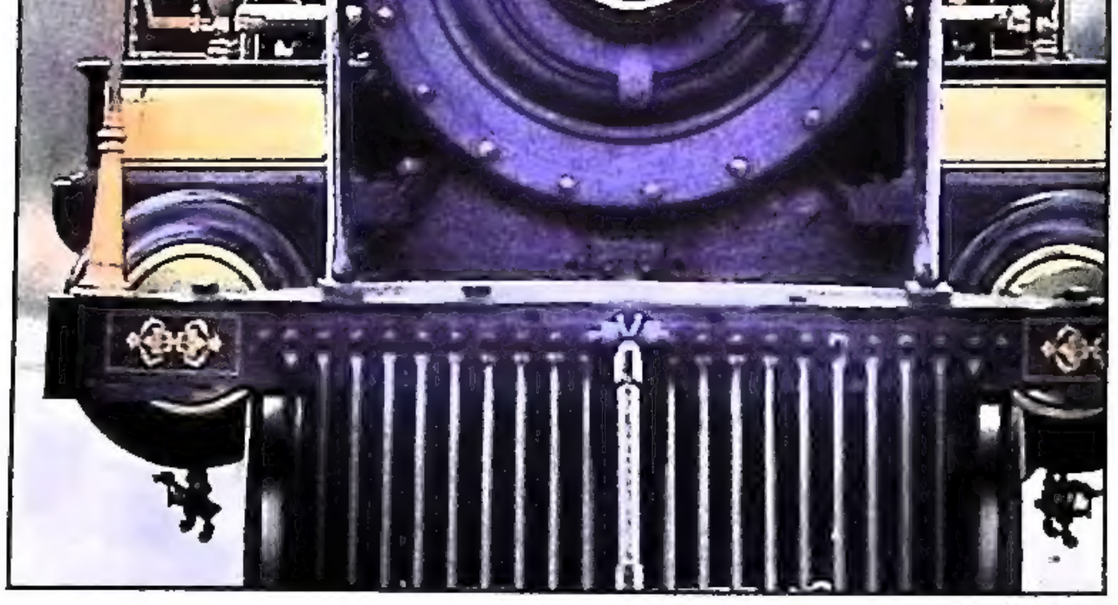
9KG152 **Grand Total** $

Popular Photography's Mentor Series

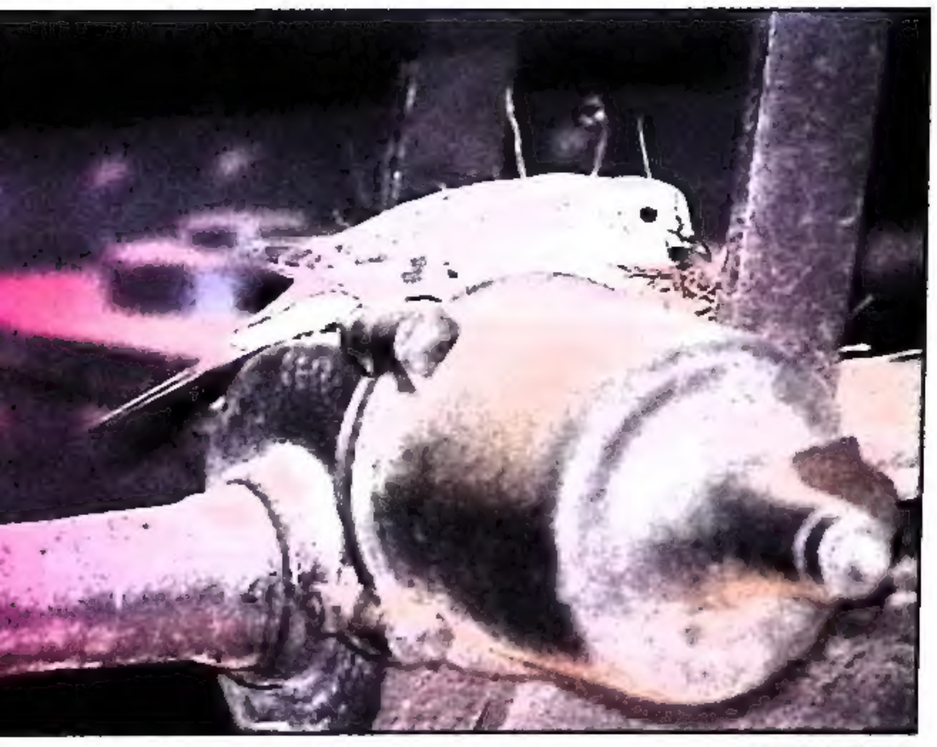
visits

The B&O Railroad Museum

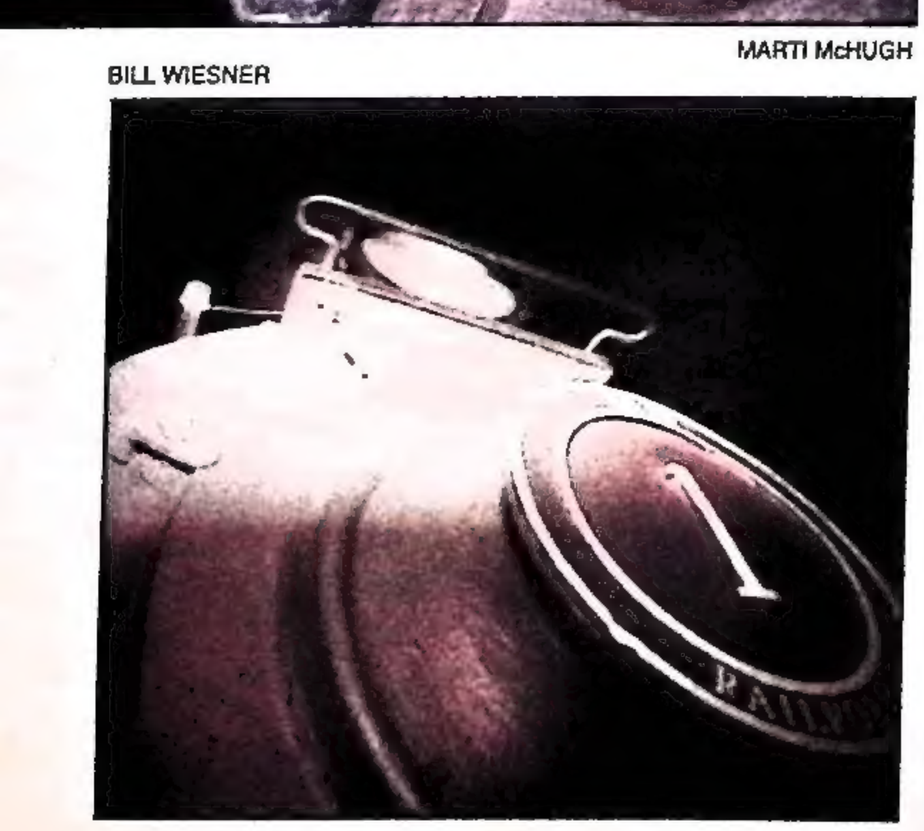
DAWN WICKLINE



JOE DiMAGGIO

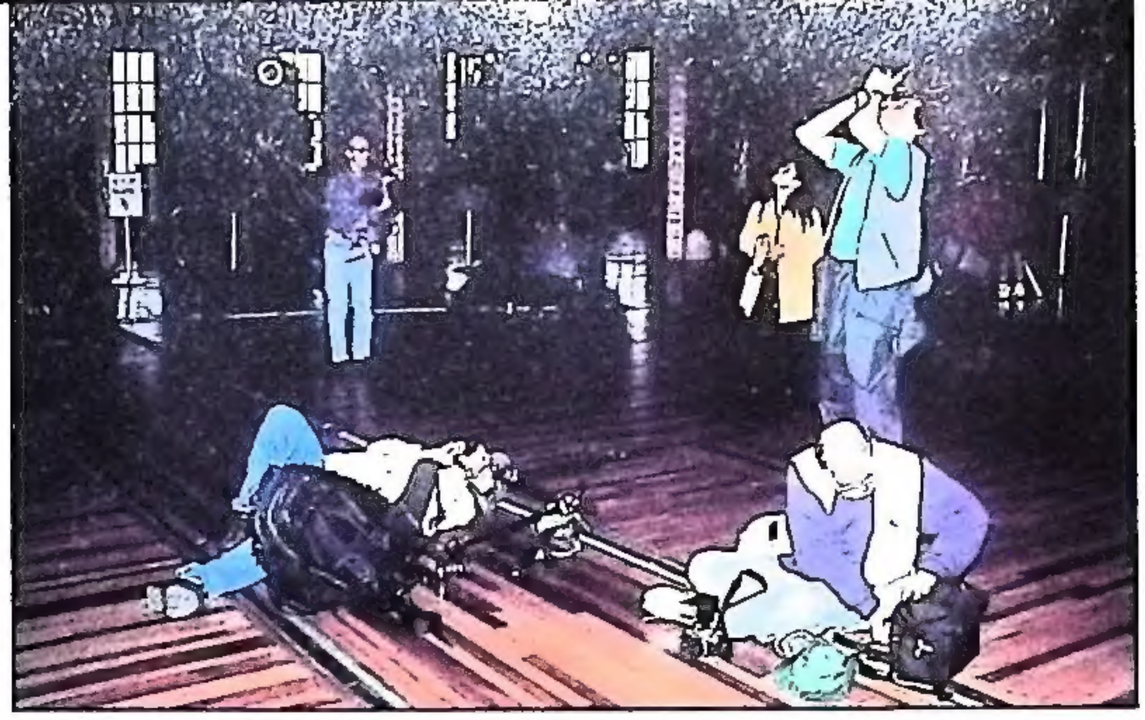


MARTI McHUGH



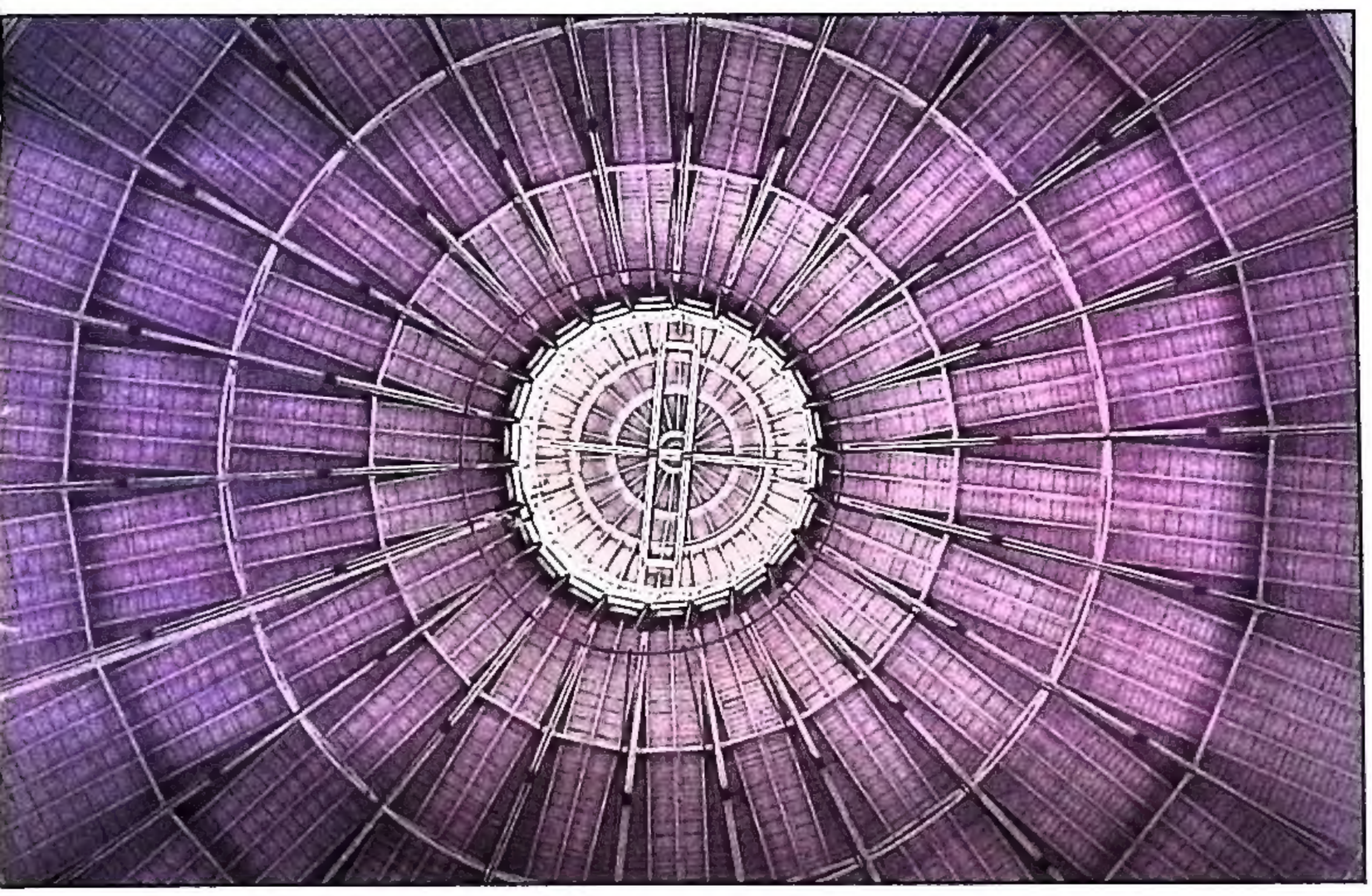
BILL WIESNER

MIKHAIL KUDISH

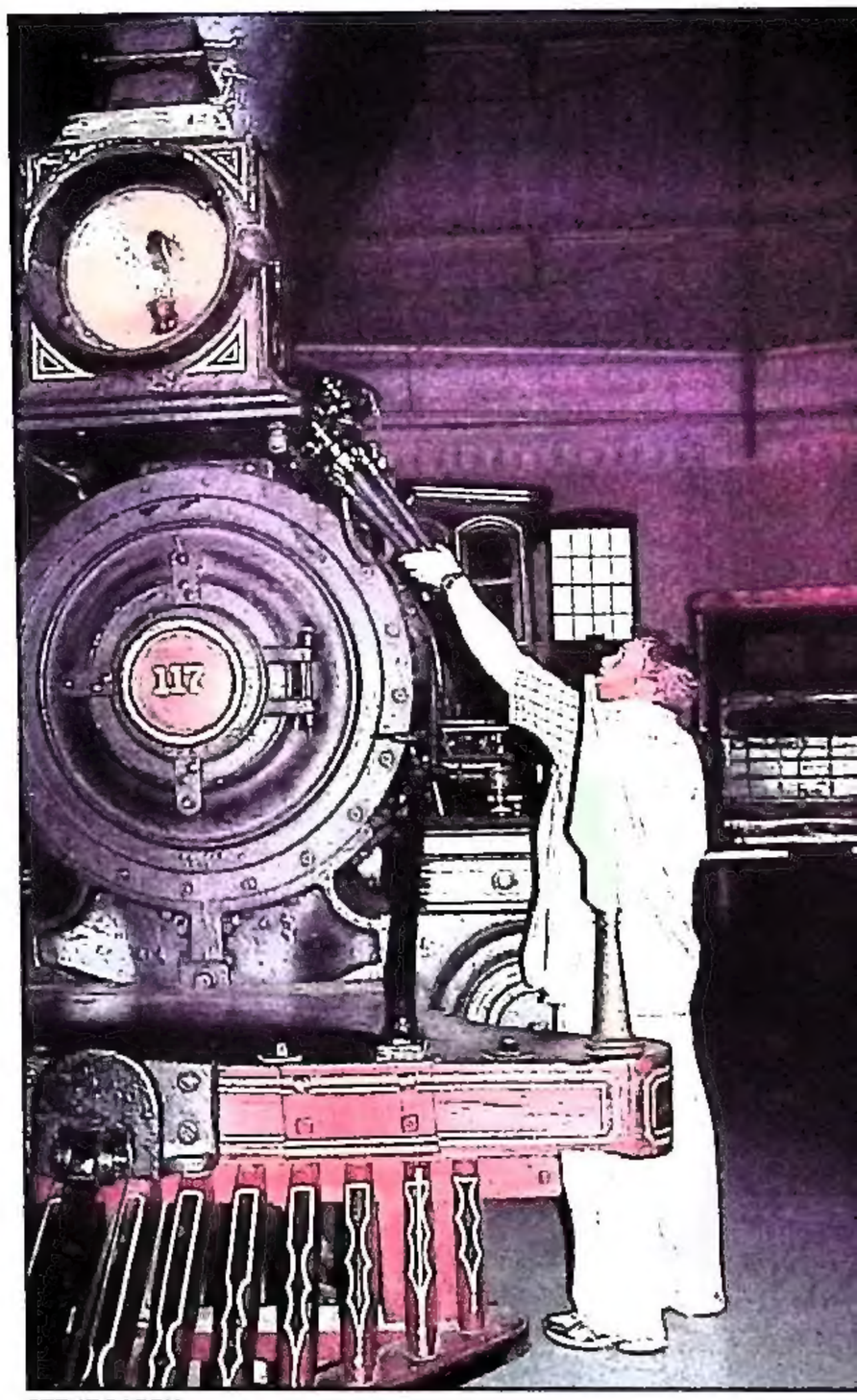


ABOVE AND BELOW: STEVE BARRY

MARTI McHUGH



STEVEN M. JENKINS



STEVE BARRY

MARTI McHUGH

POPULAR PHOTOGRAPHY'S MENTOR SERIES visited the B&O Railroad Museum in Baltimore on April 2, 2000, as part of a "Maryland Trek." R&R tagged along at the museum to observe how non-rail photographers view the railroad scene. Strong themes for the students in the series seemed to be geometric lines and human interest. **Opposite page** (clockwise from upper left): The Museum had the 4-4-0 *William Mason* in its *Wild, Wild West* garb available for photographers providing a study in geometry; Mentor Joe DiMaggio captured a tight telephoto view of the *Mason;* Western Maryland equipment in the Museum's yard; the circles of the front of Cass (Greenbrier, Cheat & Elk) Shay No.1; and a bird finds a home in the equipment. **This page** (clockwise from upper right): A grandfather catches his granddaughter on a caboose; student Rob Yaskovic photographs details of B&O 4-6-0 No.117; the fluted sides of RDC's leads the viewer's eye through the picture; a photographer and locomotive are framed in the windows of a B&O caboose; R&R editor Barry tried his hand at photographing the Museum's roundhouse roof while lying in the middle of the turntable; and other students are fascinated by the roof. For more information see MARKERS. — *S.B.*

JMJ PRODUCTIONS
Presents
CHESAPEAKE & OHIO STEAM LOCOS
Second Edition

This new edition of our earlier Video features:

BETTER PICTURE QUALITY
ACTUAL C&O STEAM AUDIO
ADDED MATERIAL
APPROPRIATE MUSIC

63 min. - 15% color

$34.95 + 3.95 s&h

Owners of our original tape "Chesapeake & Ohio Steam Locos" may get this new tape for only $19.95, including s&h, by sending the old tape box cover insert with payment. We will return cover with the new tape. In other words you get to keep the old tape, and get a new tape for only $19.95

SEND CHECK OR MONEY ORDER TO

JMJ PRODUCTIONS
1621 N. 74th Terrace
Hollywood, FL 33024

Fanmail

Letters from readers

Fanning on foot

I read Ron Flanary's article in the June 2000 RAILFAN & RAILROAD, "Railfanning on Foot," with much interest. All I want to know is how he missed going to Fort Wainwright, Alaska? After working two and a half years as a brakeman for Grand Trunk Western in Detroit, Michigan, I was inducted into the U.S. Army on December 3, 1970. After basic training at Fort Dix, New Jersey, I was sent to Fort Monmouth, New Jersey, in February 1971 to be trained as a camera systems repairman for the Grumman OV1 Mohawk aircraft. I railfanned around New Jersey and, like Ron, I shot E8A's, GP40P's on the New York & Long Branch and GG1s and E44s on the Penn Central. I left Fort Monmouth in September 1971 and went to Fort Huachuca, Arizona, via Fort Bragg, North Carolina. While in Arizona, I was out shooting the Southern Pacific and the Pacifico in Mexico. I even shot the *Sunset* leaving Tucson the same day Ron shot it at Benson. I probably saw him along the highway with his thumb out. If I knew he was a fellow railfan I would have picked him up. I wonder if Ron saw me in my 1970 green and black Dodge Challenger? In August 1971 I received orders for Fort Wainwright, Alaska. I had to heave the Challenger at home but I did meet other railfans and we formed an informal group called the Farthest North Railfans where we chased and rode the Alaska Railroad. I was discharged on November 30, 1973, and returned to home and the GTW. I managed to avoid Vietnam but I have no regrets serving in the Army. Ron's article brought back many memories. Thanks, Ron.

DENNIS SMOLINSKI
WARREN, MICHIGAN

The human element

Over the years I've seen tremendous improvement in RAILFAN & RAILROAD. It's not surprising this publication has soared in popularity, mainly due to the consistent quality of articles and photographs which grace the pages regularly.

With all due respect, however, there appears to be something missing in railfan magazines — the human element. Why aren't there more articles devoted to detailing the lives of actual working railroaders? Isn't anyone writing on this aspect of the industry? There has got to be more to this hobby than just cold inanimate steel. It's indeed multifaceted, so why don't magazines reflect this?

I hope in the future to see more features devoted to *railroaders* (that's not to be confused with *Roadrailers,* thank you). In any event, keep up the good work!

ALAN KANDEL
FRESNO, CALIFORNIA

The land down under

I have just finished reading the March 2000 issue of R&R. I thoroughly enjoyed Bill Hough's "American Influence Down Under" article. There was a small error, however, in an otherwise accurate report. When Australian National was sold, the freight section was taken over by a consortium including Genesee & Wyoming, and is now Australia Southern *Railroad* not Australian Southern Railway as mentioned in your text. Quite a few units are now sporting G&W colours. These include CLP's, CLF's, a CK switching unit and a GM.

DAVE RANKIN
GREENWITH, S.A., AUSTRALIA

Buffalo's yards

Thanks for using my BNSF/Canadian National shot in the "1999 Along the Rails" PHOTO LINE (R&R May 2000). There is one correction needed to the caption, though. Frontier Yard is now owned by CSX, not Norfolk Southern as the caption states. NS owns the old Buffalo Creek Yard and also portions of the old former Erie Lackawanna/Norfolk & Western Bison Yard. Bison Yard is only a mile or two south of CSX's Frontier Yard.

PETE SWANSON
ROCHESTER, NEW YORK

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.

Birmingham Southern Railroad Company
The First Century by Ronald G. Mele
History of the South's premier industrial shortline. 144 pages, hard-bound, 8 1/2"x11" maps, color and b/w photos $39.95 + $3.50 p&h (AL residents add $1.60 sales tax)
RAIL IMAGES, 4080 Mountain View Dr. NW
Pinson, AL 35126 (205) 681-2553

The Organization for Railroadiana Collectors
Membership includes our excellent quarterly journal - *Key, Lock & Lantern*. $23.00 per year U.S. ($27.00 Canada & foreign) to: Treasurer, KL&L, Inc., 35 Nordhoff Place, Englewood, NJ 07631. A Sample copy of our journal is also available for $5.75.

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858
PHONE (914) 693-5858

Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

HENRY FORD MUSEUM & GREENFIELD VILLAGE (20900 Oakwood Boulevard, Dearborn, MI 48124; 313/271-1620) will hold the following railroad-oriented special events in 2000 at Greenfield Village. The village is open 9am-5pm daily; admission to Greenfield Village is $15 adults, $14 seniors 62 and over, $9 kids 5-12, under 5 free.

Through August 20, Summer Festival celebrating railroads includes the opening of the recreated Detroit, Toledo & Milwaukee roundhouse, railroad related programs and activites, hobo lunch served in the Taste of History Restaurant.

September 23-24, Railroad Days will allow visitors to experience the lives of those working and traveling on the railroad.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum. The museum's regular admission will be charged unless noted. Contact the Friends for full details.

June 30-July 2, Reading Railroad Days. Special tours, model railroad, oral histories.

August 17-20, Railroad Circus Days. Displays by Circus Model Builders International.

October 28, Halloween Haunting. The railroad museum is transformed into a creepy cavern.

November 12, Trains and Troops showcasing the significant role railroads played in times of defense.

COOPERSTOWN & CHARLOTTE VALLEY RAILWAY (P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.com*) will hold the following special events. Contact the railroad for details.

July 1, Ice Cream Social Train in the evening with live music.

July 2-4, Fourth of July with free flags, special visitors.

July 29, Star Gazer Excursion with an astronomer.

August 5-6, Railfan Weekend with mixed trains, night photo session, rare mileage speeder and caboose trips.

August 12, Moonlight Train Ride with live music, refreshments.

September 2-4, Labor Day Weekend Workers Special with railroad crafts and rail union exhibits; workers ride half-price with proof of employment.

September 30, Murder Mystery Express and dinner train.

CANADIAN NATIONAL 6060 will operate from Stettler, Alberta, on the following dates. Fare will be $60-$70, depending on the trip. For more information contact Alberta Prairie Steam Tours, P.O. Box 1600, Stettler, Alberta, Canada T0C 2L0; 403/742-2811; *www.nucleus.com/Heartland;* e-mail *apsteam@telusplanet.com.*

July 1, to Coronation, 120 miles round trip.

July 2, to Halkirk, 80 miles round trip.

August 24, to Castor, 100 miles round trip.

August 25, to Halkirk, 80 miles round trip.

August 26, to Coronation, 120 miles round trip.

October 15, to Big Valley, 40 miles round trip.

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 800/594-5162; *www.BluewaterNRHS.com*) is sponsoring the following trips. Fares listed for overnight trips are double/single occupancy, for complete fares contact the Chapter.

July 4-10, Trains of New England including VIA to Toronto and Montreal, Mt. Washington Cog, Conway Scenic, *Green Mountain Flyer,* connection to NRHS Convention; $1295/$1550.

July 15, Rails by River, downriver, Detroit and Rouge River; $30.

July 22, Farmers Festival by Rail, Reese and Pigeon rare

On May 1st 1999, Western Maryland steam returned to the former Western Maryland Elk River Branch. Join us for hi-lites of the 1999 CALS at CASS railroad weekend. You'll be there as the Western Maryland Shay 6 battles Cheat Mtn. up the 5% grade to Old Spruce. Go TRACKSIDE for photo runs at Spruce, Big Cut, Twin Bridges and more. *Digitally recorded.* 44 min. ***ONLY $24.95 ppd.***

OTHER AVAILABLE TITLES ONLY $24.95 EACH ppd INCLUDE

Weekend Steam Vol. 1 — **The Dixie Flyers**
4501: A Farewell Odyssey — **Return to Saluda**
Steamin On The Ohio Central — **pickin em up an layin em down**

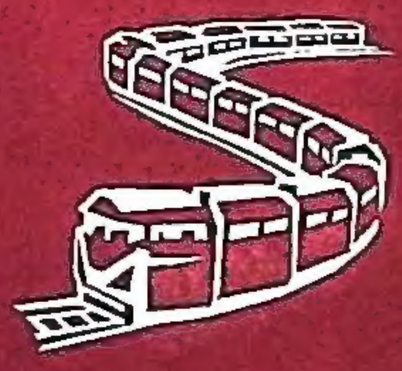
To order **Call TOLL FREE 1-800-548-8476** or
Email us at sales@tracksidevideo.com or send check or money order to:
TRACKSIDE VIDEO P O BOX 234 FOREST PARK, GA 30298
For a complete listing visit our website www.tracksidevideo.com
We accept VISA / MASTERCARD / DISCOVER

Meander to Marshfield aboard

The Osceola & St. Croix Valley Railway

(A division of the Minnesota Transportation Museum)

Co-sponsored in part by the Osceola, Chippewa Falls and Marshfield Main Street Programs



August 5-6, 2000

TRAIN EXCURSION

Re-Live History

Experience the scenic beauty of rural Wisconsin by rail. Travel through the Scenic St. Croix River Valley, historic Main Street Communities and rural farmlands of western and central Wisconsin.

Begin your journey in historic Osceola, Wisconsin on the River St. Croix. Relax and enjoy a leisurely ride over the river and dale. You will experience the thrill of crossing the 184-foot Arcola High Bridge as you "Meander to Marshfield".

In Marshfield, you will be treated with "Red Carpet" service. Many shopping and tour opportunities are available; including a round trip train ride from Marshfield to Junction City, a tour of the world's largest round barn, an historic downtown movie theater, antique and gift shops, and much more.

Ticket includes: Round trip train-ride from Osceola to Marshfield, three meals on Saturday and two on Sunday.

For more information call **1-800-711-2591** or view the web site at **www.trainride.org**

Reservations can be made at **1-800-711-2591, 1-715-755-3570** or e-mail at **oscvrlwy@centurytel.net**

The Osceola & St. Croix Valley Railway operates May through October in Osceola, Wisconsin. The 2000 Schedule begins May 27 and continues Saturdays, Sundays and Holidays until October 22, 2000. Charters operate on Thursdays. While in Osceola, be sure to visit the spectacular Cascade Falls and ask about "Rivers, Rails & Trails" heritage project.

Osceola Main Street Program
715-755-3570
800-711-2591
715-294-3330 fax
e-mail oscvrlwy@centurytel.net
www.trainride.org or mtmuseum.org

WISCONSIN
Stay just a little bit longer

Funded in part by the Wisconsin Department of Tourism

ELECTRO VIDEO

RAILROAD VIDEO SUPERSTORE
The Canadian Source For Titles From
STEEL RIBBONS, VIDEO CLASSICS, TRILLIUM, GPS
RAIL INNOVATIONS, GTVP, RAILVIDEO, MacDONALD
NEFF, HIGHBALL, SCHOLL, PENTREX, SEARCHLIGHT
C. VISION, VIDEO 125, PLETS, & MANY MORE
ALL VIDEOS PRICED IN CANADIAN DOLLARS
Visa, MasterCard, American Express

HUNDREDS OF TITLES IN STOCK -- FREE LIST:
ELECTRO VIDEO, P.O. BOX 24190
LONDON, ONTARIO, CANADA N6H 5C4
Phone 1-888-493-3361 Fax 1-800-244-9908
Web Video Clips: www.trilllum-video.com

Your Best Source for
***Quality* Railroad Prints**
and New Brass Models
Web Catalog:
www.tracksideprints.com
or Send $2 for 50 page+ illustrated catalog
plus vintage ad list and brass list to:
Trackside
PRINTS & HOBBIES
Box 690503, Houston, TX 77269-0503
e-mail: **JHINK844@aol.com**
SEE OUR ENTIRE STOCK at NMRA
San Jose Show in August 2000

Check out:

www.
carstens-publications
.com

Subscribe, order back issues and books, get in touch with us . . . all on-line.

In Volume 6 of our UP-Super Railroad series, Green Frog visits the Union Pacific as it traverses through the rugged and scenic southwest, with its cactus deserts and rugged mountains. We'll visit the Lordsburg Subdivision, starting in western New Mexico at Lordsburg then west to Gary, Mondel, and Stiens. Next well take you over the pass into Arizona and west through Yannar, Simon, Bowie, and Wilcox. Then travel with us to Fenner, Benson, and Marsh. Then we will thoroughly explore the beautiful and scenic Senega river valley where each turn brings a different scene. We then head west to Vail and Tucson. Last we head down to old Mexico on the Nagales branch from Tucson to Nagales Mexico.

Stereo HI-FI Sound...Approx...60 Minutes...* *Tape # 53185

Call Or write for info on our spectacular T-Shirts and Audio compact discs!

Green Frog Productions
Toll Free 1-800-227-1336
Suite 40 #419 4880 Lower Roswell Rd. Marietta, GA. 30068
8am to 5pm Mon-Fri and 24 Hour Automated Ordering
E-mail-grnfrog@mindspring.com Website-greenfrog.com
Check out Green Frog's awesome Web Site!
*LIVE AUDIO, *TRAIN PICTURES, *DOWNLOADABLE CATALOG, * SECURE ORDERING SYSTEM
to place your order on-line! Lookup "greenfrog.com" on your computer today! FREE SHIPPING!!
Only For Orders Placed On Our Web Site!

Shipping & Handling:
1 tape $5.00 Each Additional $1.00...
Canada: 1 tape $6.00
Each Additional $1.00...
Tapes in U.S. shipped Priority Mail.
Please Allow 2 to 4 weeks for delivery!

mileage excursion; $5-$40.
July 23, Rails by Water to Port Huron; $94 adults, $84 children.
August 12-18, Rails to James Bay, from Dearborn and Royal Oak to Sault Ste. Marie, Hearst and Cochrane via Alogoma Central, Ontario Northland, VIA, more; $1295/$1450.
September 9-10, Marshall Homes Tours by Amtrak from Dearborn and Ann Arbor; $79.
September 9-21, Pacific Coaster from Detroit to Seattle and Sacramento with *Spirit of Washington Dinner Train*, Amtrak Talgo train, *Napa Valley Wine Train* and *California Zephyr*; $2700/$3400.
September 30-October 2, Agawa Canyon Color Tour by dome car from Dearborn and Royal Oak to Sault Ste. Marie; $345/$455.

SOUTHERN PACIFIC 4449 will power *Employee Appreciation Specials* for BNSF during July. *These trips are not open to the general public,* but the following schedule is provided for those wanting to see the train. **July 8,** Vancouver, Wash., to Longview Junction round trip; **July 9,** Vancouver to Tacoma; **July 10,** Tacoma to Auburn round trip; **July 11,** Seattle to Everett round trip; **July 12,** Seattle to Auburn round trip and Seattle to Everett round trip; **July 13,** Seattle to Everett to Bellingham to New Westminster, B.C., one way; **July 14,** on display at New Westminster; **July 15,** New Westminster to White Rock, B.C., and Bellingham to Everett, Wash.; **July 16,** Everett to Skykomish to Wenatchee one way; **July 17,** Wenatchee to Ephrata to Spokane one way; **July 18,** Spokane to Sandpoint, Idaho, round trip; **July 19,** on display at Spokane; **July 20,** Spokane to Ritzville to Pasco one way; **July 21,** Pasco to Yakima, round trip; **July 22,** Pasco to Wishram to Vancouver, Wash., one way.

WASHINGTON, D.C., July 11-16. Travel via private car *Dover Harbor* to the NRHS Convention at Stamford, Conn. Travel between Washington or New York and Stamford one-way or round-trip. New York-Stamford $26 one-way, $39 round trip; Washington-Stamford $219 one-way, $309 round trip. Boarding available at intermediate points between Washington and New York. For information or reservations call the Washington D.C. Chapter NRHS at 301/292-9592 or e-mail *pullmanhb@erols.com.*

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwrr.com*) is holding the following special events. Contact the railroad for details:
July 14, Mixed Freight *(see separate listing).*
September 16-17, Great Train Robbery.
October 13, Mixed Freight *(see July 14 listing below).*
October 28-29, Halloween Special.
November 24-26, December 2-3 and 9-10, Santa Express.

RINGOES, NEW JERSEY, July 14 and October 13. Mixed train on the Black River & Western. Train leaves at 10am, return time depends on volume of freight movements. Photo runbys and stops depends on weather and time available. Box lunch available or bring your own. Limited seating, advance ticket sales only for $25 from Black River & Western, Attn. Mixed Freight, P.O. Box 323, Ringoes, NJ 08851. Information phone 908/782-6622 or visit *www.brwrr.com.*

UNION PACIFIC 3985 will make a trip from Cheyenne to the Democratic National Convention in Los Angeles in August, as well as two public excursions. *Only the July 15 and July 22 trips are open to the general public.* Scheduled dates of operation include **July 15,** Cheyenne-Laramie public trip sponsored by the Union Pacific Historical Society (P.O. Box 4006, Cheyenne, WY 82003; *www.uphs.org*); **July 21,** tentative ferry move Cheyenne-Denver; **July 22,** *Denver Post* public excursion to Cheyenne Frontier Days (*Denver Post* Frontier Days Train, P.O. Box 481484, Denver, CO 80248-1484; *www.denverpost.com*); **July 23,** tentative ferry move Denver-Cheyenne; **July 30,** Cheyenne, to Rock Springs, Wyo.; **July 31,** Rock Springs to Ogden, Utah; **August 2,** Salt Lake City to Milford, Utah; **August 3,** Milford to Las Vegas, Nev.; **August 5,** Las Vegas to Yermo, Cal.; **August 6,** Yermo to Los Angeles; **August 20,** Los Angeles to Yermo; **August 21,** Yermo to Las Vegas; **August 23,** Las Vegas to Milford; **August 24,** Milford to Ogden; **August 26,** Salt Lake City to Rock Springs; and **August 27,** Rock Springs to Cheyenne. Visit *www.uprr.com* for updates.

WILMINGTON, DELAWARE, July 22. Rail to the Fair excursion to the Delaware State Fair in Harrington and an optional round-trip to Frankford via Amtrak and Norfolk Southern. Additional Delaware boarding locations include Claymont, Churchmans Crossing, Newark, Middletown and Dover, plus Philadelphia 30th Street. Adult fares range from $22.50 to $67.50. For complete fares and schedule contact Delaware Transit Corporation customer service at 302/652-3278.

MISSOULA, MONTANA, August 3-5. Annual meet of MilWest devoted to the history of Milwaukee Road's Lines West, at the Best Western Grant Creek Inn. Registration $40, additional tours at extra cost. For more information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; *mccray@ixi.net.*

CINCINNATI, OHIO, August 5. Summerail at CUT sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Railroad Show & Sale, tour of Tower A and multi-media slide presentations by Steve Barry, Dale Brown, Terry Chicwak, John Craft, Kevin Eudaly, Lee Gordon, George Hamlin, Jerry Jordak, Joe McMillan, Mike Schafer, Pat Sweeny, Mike Valentine and Gib Yungblut. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 2000, Paul Ramer, 3381 Robinet Drive, Cincinnati, OH 45238-2119; information from 513/651-RAIL.

BELLOWS FALLS, VERMONT, August 5. Transpo 2000 with rail equipment on display in conjunction with Rockingham Old Home Days. Railroad night photo session with fireworks as a backdrop. Other events include vintage trucks, railroadiana

show and other family activities. For more information call the Great Falls Region Chamber of Commerce at 802/463-4280 or visit *www.gfrcc.org*

ORRVILLE RAILROAD HERITAGE SOCIETY (P.O. Box 11, Orrville, OH 44667; 330/683-2426) will hold the following special events. Contact the society for more information.

August 5-6, overnight excursion to Pittsburgh.
August 26, rail excursion to the Lorain County Fairgrounds from Canton and Orrville.
September 23-24, *proposed* Superliner excursion from Akron, Ohio, to Pittsburgh.
October 14, Medina Loop fall foliage excursion from Orrville to Medina, Ohio.

OSCEOLA, WISCONSIN, August 5-6. Two-day excursion to Marshfield, Wisc., sponsored by the Osceola & St. Croix Valley Railway. Coach fare $150 includes train ride, five meals, bus transportation around Marshfield. First class seating available for $250. For more information call 800/711-2591 or visit *www.trainride.org.*

BOSTON, MASSACHUSETTS, August 7-20. Ontario Explorer departing South Station, Worcester and Springfield via Amtrak's *Lake Shore Limited* to the Algoma Central and Ontario Northland railroads. All-inclusive coach fares start at $1500 per person double-occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

ROCKVILLE CENTRE, NEW YORK, August 11-12. National Association of Timetable Collectors Convention. Convention at the Rockville Centre Holiday Inn, 173 Sunrise Highway. Events include membership meeting, banquet, auction and tour of Long Island Rail Road's movement bureau and timetable print shop. Railroadiana/Transportation show (Saturday 10am-4pm) open to the public, other events require membership. For more information on membership or the convention write NAOTC Convention, P.O. Box 507, Newton, NJ 07860.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley,org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.

August 12-19, Washington County Fair; take the trolley to the fair.
October 14-15 and 21-22, Pumpkin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4).
October 21-22 and 28-29, Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.
November 24-26, December 2-3 and 9-10, Santa Train; kids meet Santa, parents enjoy carolling.

REVELSTOKE, BRITISH COLUMBIA, August 18-20. Revelstoke Railway Days with guided photo opportunities, slide show presentations, equipment exhibits and demonstrations and photography competitions. For registration or a schedule of events call 250/837-6060 or 877/837-6060 or e-mail *railway@revelstoke.net.*

EVANSTON, WYOMING, August 19-20. Third Annual Roundhouse Festival sponsored by Roundhoujse Restoration, Inc., at the Uinta County Fairgrounds, Bear Drive, featuring 28-stall roundhouse tours, turntable demonstrations, model railroad show, more. Admission free. For more information contact Jane Law, City of Evanston, 1200 Main Street, Evanston, WY 82930; 307/783-6320.

PHILADELPHIA, PENNSYLVANIA, August 20. Work trolley excursion on SEPTA's West Philadelphia streetcar routes using air-conditioned Kawasaki No.9000 (celebrating its 20th anniversary) and an orange maintenance PCC. Numerous photo opportunities of both cars. Trip departs Elmwood car barn at 1pm, returns approximately 6pm. Tickets $35 from Wilmington Chapter NRHS. c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm ET).

DURANGO, COLORADO, August 23-28. Railfest on the Durango & Silverton Narrow Gauge featuring Eureka & Palisade No.4, Galloping Geese Nos.2 and 5 and the debut of D&SNG No.486. Extensive schedule includes multiple runs of all equipment, railroad china exhibit, reception, evening trip to Cascade, yard and shop tours, train movies, photo special chases, more. For complete details and fares contact the D&SNG at 970/247-2733 or visit *www.durangotrain.com.*

DILLSBORO, NORTH CAROLINA, August 26. Smoky Mountain steam-powered excursion to Andrews, N.C., over the Great Smoky Mountains Railway sponsored by the Atlanta Chapter NRHS. Consist includes open cars, regular and deluxe seating; photo runbys will be held. For information and reservations phone 800/872-4681.

BURNET, TEXAS, August 26-27. Travel to the Texas Hill Country Railfair & Festival on the *Hill County Flyer.* Local rail travel from Burnet to 1912 depot in Bertram with *Flyer* meets and photo ops. For more information contact the Austin Steam Train Association, P.O. Box 1632, Austin, TX 78767; 512/477-8468; *www.austinsteamtrain.org.*

HIGH IRON TRAVEL (P.O. Box 50116, Minneapolis, MN 55405; 612/922-7259; *www.highirontravel.com*) will be operating the private cars *Caritas, Cimarron River* and *Pine Tree State* as part of an AAPRCO Convention trip to Winnepeg August 28-September 6. Contact High Iron Travel for complete details and seating availability.

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com*) is sponsoring the following events. Call or write for a catalog.

August 29-30, Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
September 15-17, White Pass & Yukon Steam Spectacular with three charter trains all steam powered *(see separate listing).*
September 30-October 1, Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train *(see separate listing).*

CHAMA, NEW MEXICO, August 29-30. Two-day Rio Grande Spectacular on the Cumbres & Toltec Scenic using both K36 and K37 class D&RGW 2-8-2s. Various freight cars on head-end of train, entire train lettered Rio Grande. Numerous photo stops each day. Fare $333 includes two lunches and overnight lodging in Antonito, Colo. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

LINCOLN, NEW HAMPSHIRE, September 8-10. Railfan Weekend at the Comfort Inn & Suites - Loon featuring excursions on the Mt. Washington Cog Railway, Winnipesaukee Railroad and White Mountain Central, five-course meal on the *Cafe Lafayette Dinner Train,* Sunday brunch cruise, two continental breakfasts and one dinner, slide show on logging in Lincoln and an autographed copy of *J.E. Henry's Logging Railroads* by Bill Grove. Package cost is $279 per person double-occupancy. For reservations and information call 888/589-8112 or visit *www.comfortinnloon.com.*

PINE CREEK RAILROAD (P.O. Box 662, Allaire, NJ 07727-0622; 732/938-5524; *http://homestead.juno.com/crawsat/pinecreekrr.html*) is holding the following special events. Train fare for all events is $2.50 unless otherwise noted. Contact the railroad for more information.

September 10, Annual Railroaders Day. Everything that runs, does. Multiple steam and diesel trains, shop tours, displays, more.
October 14-15, Fall Foliage Express.
November 24-25 and December 2-3, 9-10 and 16-17, Annual Christmas Express with Santa onboard (fare $3.50, advance sales only).

CARCROSS, YUKON, September 15-17. White Pass & Yukon Steam Spectacular featuring two steam locomotives, shop tour, mixed train consists and plenty of photo runbys. Fares start at $1145 including air from Vancouver, $845 without air. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

TENNESEE VALLEY RAILROAD (4119 Cromwell Road, Chattanooga, TN 37421; 423/894-8028; *info@tvrail.com; www.tvrail.com*) is operating its annual Dixieland Excursions to northwest Georgia via the ex-Central of Georgia. All-day trips include a meal in the diner with fares ranging from $54-$81 depending on destination and accomodation. Steam-powered by ex-U.S. Army 2-8-0 No.610; office car *Eden Isle* available for private charter.

September 16, Rails-to-Wings Special to LaFayette for annual fly-in and aircraft displays.
October 7, 14, 21, 22, 28 and 29, Autumn Leaf Specials to Summerville with a runby and visit to the Walker County Regional History Museum.

KENNEBUNKPORT, MAINE, September 30. Seminar on "Restoration and Preservation of Wood Finishes and Decorations in Antique Vehicles" by Merri Ferrell at the Seashore Trolley Museum. Seminar includes walk-through tours of oldest cars in STM collection, trolley rides and a catered dinner. Registration fee $55; send name, address and affiliation to Seminar, Seashore Trolley Museum, P.O. Box A, Kennebunkport, ME 04046-1690.

WAUKESHA, WISCONSIN, September 30-October 1. Wisconsin Fall Colors Rail Cruise to Prairie du Chien using Wisconsin & Southern's E-units and business train. Several photo stops and runbys each day, overnight stop in Prairie du Chien. Round trip coach fare $199 (includes lunch each day), $109 kids 4-15, one-way and first class available. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

WHIPPANY, NEW JERSEY, October 1. Pumpkinfest at the Whippany Railway Museum with frequent departures starting at 12:30pm with *Pumpkinliner* RDC. Fares $7, kids under 12 $4. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

SANDPOINT, IDAHO, October 14-15. Round trip excursion to Plains, Mont., each day sponsored by the Greater Sandpoint Chamber of Commerce and American Spirit (formerly Montana Daylight Rail Tours). Tickets $99 per person. For information call Susan Kiebert or Bill O'Connor at 208/263-0887.

PERRIS, CALIFORNIA, October 14-15. Pumpkin Train at the Orange Empire Railway Museum with a ride to the pumpkin patch. Fare $10 adults, $7 kids 5-11, under 5 free, includes all-day pass on museum trolleys and a free pumpkin. For information or reservations contact the Orange Empire Railway Museum; P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

WHIPPANY, NEW JERSEY, October 28-29. Halloween Express at the Whippany Railway Museum with train departures hourly from noon to 4:00pm. Fares $8, kids under 12 $5, babes-in-arms free. Reservations strongly recommended from the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. For additional information call 973/887-8177 or

Trains & Trolleys
by Mead
Discounts to dealers
$18.95
plus $3.50 s&h
Soo-nipi Pub., Sunapee NH 03782

"Appraisals Available"
ANTIQUE AND COLLECTABLE RAILROAD / TRAIN ARTIFACTS
Jim Snook, P.C. • 912-683-3207
A PIECE OR TWO
ADEL ANTIQUE MALL, I-75 EXIT #37
ADEL, GA (37 MI. NO. OF GA/FLA STATE LINE)
MAILING ADDRESS:
176 RIVERWIND TRAIL, MEIGS, GA 31765

GOING TO EUROPE?
For information on trains, rail passes, trip planning, food, lodging, and language, you'll need:

THE RELUCTANT RAILFAN'S INTRODUCTION TO EUROPE
$17.95
THE RAILFAN GUIDE TO SWITZERLAND
$17.95
THE RAILFAN GUIDE TO AUSTRIA
$17.95
EUROPE BEYOND THE TUNNEL
Compiled by Trevor Garrod
A rail travel guide to northern France, northern Germany, and Benelux
$12.95
Shipping: $3.05 first book, add $1.05 each additional book.
George H. Drury, Dept. RF
4139 W. McKinley Ct., Milwaukee, WI 53208-2765
Phone and fax: 414-344-7747
E-mail: geodrury@execpc.com
Wisconsin residents please add 5.6% sales tax.

Carl Loucks
...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:
Schedules, equipment, name trains, branch line passenger service, maps, ads...the history of passenger service. A set-one from the 1940s, one from the 1950s and one from the 1960s. Choose a set from your favorite road...ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, ERIE, GN, IC, L&N, LV, MILW, MP, NH, NP, NYC, N&W, PRR, SLSF, SOU, SP, UP, WP.

Each set, three timetables $25.00
Any five sets, 15 Timetables $100.00

EMPLOYEE TIMETABLES:
Mile by mile station lists, signals, interlockings, mile posts, speed limits, method of operation, all main and branch lines, operating instructions. Our catalog lists over 1,000 railroads and divisional ETTs. Send a SASE for latest catalog.

EMPLOYEE TIMETABLE SPECIAL:
For the new collector. Five ETTS for just $30. Random dates and divisions. Choose from ATSF, BN, BNSF, D&RGW, IC, ICG, L&N, MILW, MP, NP, NYC, NS, PC, SOU, UP, Conrail.

Any five for just $30.00
Six or more ..... Each $5.00

Monthly catalog sent with each order. Every customer receives catalogs for at least a year.

Master Card/VISA/American Express
Fax (203) 234-2729
ct.direct.mail@snet.net

is for train

eHobbies℠

www.eHobbies.com
AOL keyword: eHobbies

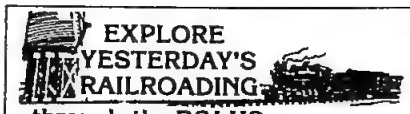
Trains | Radio Control | Diecast | Models | Rocketry

Announcing a revolution in train modeling. The Internet. Okay, you say you've been online. You've searched trains. You didn't find anything particularly life-altering. But that was before eHobbies.com, **the ultimate online destination for the serious hobbyist.** At eHobbies you'll find almost anything a train modeler needs, and have it delivered right to your door. You'll become part of a worldwide community of train modelers. You'll meet people who have the answers to your questions, people to share your successes with, people who are as passionate about trains as you are. At eHobbies you'll also find news, product reviews, current events and advice from hobby experts that will keep you up-to-date in your neighborhood. And all around the world. All aboard.

The finest in gifts for the railroad enthusiast

RAILROAD GIFTS

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG



EXPLORE YESTERDAY'S RAILROADING through the R&LHS

Dedicated to railroad history since 1921 — join our 2500 members and receive our journal RAILROAD HISTORY, newsletter, other benefits. Send $20 dues today to Railway & Locomotive Historical Society, Box 193552F, San Francisco CA 94119.

"Southern Pacific Daylight Time"

A Video from A&R Productions

From the early days of the Coast Daylight. Ride and fan from LA to SF. Cab forwards, 850" of snow on Donner, The Golden State & more.

47 min., B&W, $19.95 plus $4.00 for shipping.

PO Box 492, Kensington, CT 06037
(800) 246-5898 Voice/FAX
sales@a-and-rproductions.com
www.a-and-rproductions.com

visit *www.WhippanyRailwayMuseum.org.*

INTERNATIONAL TOURS

SWITZERLAND BY TRAIN — A GRAND TOUR will be sponsored by the B&O Railroad Museum from **July 21-30.** Trip includes trains (steam, diesel and electric), motocoach and lake boats. Fare is $4235 per person. For complete details contactTravel Plans International at 800/323-7600 or the B&O Railroad Museum at 410/752-5389.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

Peru, July 23-August 5. Steam, diesel and railcars on 12 charter trains.

Argentina, October 14-21. Baldwin and Henschel 2-8-2s on four charter trains including double-headed photo freight.

Mexico, November 11-19. Copper Canyon train from Nogales.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAX) is sponsoring The Trains of Europe, **September 2-24.** Trip covers ten nations, 70 trains, rail ferries, Rhine voyage. Most nights spent in first class compartments, with some hotels. Fare $2987 includes all transportation (except air fare to Europe), admissions, banquets, 975-page book "The Trains We Rode" and more. Deduct 10% from tour fee for each person you bring with you; non-refundable downpayment of 10% required one month before departure. Contact T-Rail Tours for more information.

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

July 1-2, Belleville, Ill., Belle Clair Expo Center.
July 15-16, Dayton, Ohio, Hara Complex.
July 22-23, Des Moines, Iowa, Veterans Memorial Auditorium.
July 29-30, Pomona, Cal., Fairplex.
August 5-6, Memphis, Tenn., Mid-South Fairgrounds.
August 12-13, Albuquerque, N.M., Convention Center.
August 13, Wheaton, Ill., DuPage County Fairgrounds.
August 19-20, Richmond, Va., Fairgrounds on Strawberry Hill.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

July 8-9, Monroeville, Pa., Pittsburgh Expo Mart.
July 15-16, Chantilly, Va., Capital Expo Center.
July 29-30, Pennsauken, N.J., South Jersey Expo Center.
August 5-6, Timonium, Md., State Fairgrounds.
August 12-13, Edison, N.J., Convention Center.

CHARLOTTE, NORTH CAROLINA, July 8. Southeastern Railroadiana Collectors 5th Annual Railroad Collectibles & Model Train Show at Charlotte Merchandise Mart, 2500 East Independence Boulevard, 9am-4pm. Admission $4, kids under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

AUSTINTOWN, OHIO, July 16. 20th Annual Northeastern Ohio Railroad & Transportation Artifact Show & Sale at Austintown Fitch High School, 225 Idaho Street, 10am-4pm. Admission $4, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

GOLDEN, COLORADO, July 16. 23rd Annual Mile-High Railfair at Jefferson County Fairgrounds, 9am-5pm. Admission $4, kids under 12 $1. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

DELAND, FLORIDA, July 22. 8th Annual Central Florida Railroad Show at Volusia County Fairgrounds, S.R. 44 & I-4 (exit 56), 9am-3pm. Admission $4, kids 12 and under free. Information: Phil Cross, 410 North Lakeview Avenue, Winter Garden, FL 34787-2716; 407/656-5056; *Crossrails@aol.com.*

LaCROSSE, WISCONSIN, July 22. Rail Fair 2000 Railroad Show & Flea Market at Copeland Park, 10am-5pm. Admission $2, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602-3411; 608/582-4761.

HAMBURG, PENNSYLVANIA, July 30. Hamburg Dutch Train Meet at the Hamburg Fire Company Field House, Pine Street, 9am-1pm. Admission $3, kids under 12 free. Information: Sam Lenhart, 1251 Upper Van Reed Road, Leesport, PA 19533; 610/374-5694.

ATLANTA, GEORGIA, August 19. Southeast Railroadiana Collectors' 23rd Annual Railroad Collectibles/Model Train Show at the Georgia International Convention Center, 9am-4pm. Admission $5, kids under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

GILBERTSVILLE, PENNSYLVANIA, August 20. Gilbertsville Train-O-Rama at the Gilbertsville Fire House, Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512-8137; 610/367-7857.

OVERLAND CHAPTER
National Railway Historical Society

cordially invites you to participate in the following travel programs...

MT. PLEASANT, IOWA - VINTAGE STEAM and ELECTRIC
July 1 - 4, 2000
Special operations on Old Threshers narrow gauge steam and standard gauge electric lines. Night Trolley photo session and rides, large collection of steam farm tractors, stationary steam and gas engines, early Iowa Chapter-NRHS fantrip programs. Amtrak package from Chicago available.

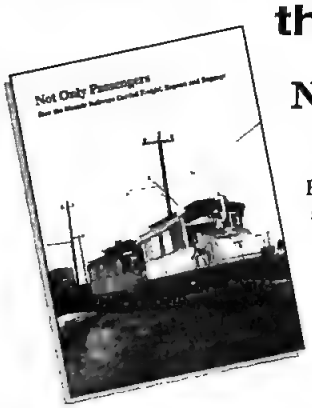
NEW ENGLAND RAILS
July 17 - 25, 2000
Post NRHS Convention tour, New York to Boston. Amtrak ADIRONDACK and VERMONTER, Conway Scenic RR, Mt. Washington Cog, Maine Narrow Gauge Museum, Seashore Electric at Kennebunkport, ME, historical Lowell, MA

BRITISH RAILS 2000
August 13-29, 2000
Isle of Man vintage steam and electric gala celebration, Wales narrow gauge lines and canals, Steam 2000 cavalcade, North York Moors, Blackpool trams, Crich Tram Museum, Settle & Carlisle and much more.

LITTLE LINES OF SWITZERLAND
October 23 - November 6, 2000
Covers entire Rhatische Bahn narrow gauge system, MOB, Centovalli and many other lesser known vintage interurban and scenic lines with an emphasis on photo opportunities. Zurich to Zurich with 5 nights Brig, 5 nights Chur and 3 nights Brugg.

For complete details, contact:
OVERLAND CHAPTER N.R.H.S.
1412 Twelfth St., Moline, IL 61265
Phone (309)764-1834 Fax (309)764-4147

Are you **MISSING** these CERA books?



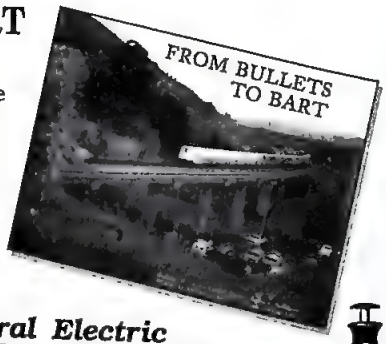
Not Only Passengers
How the Electric Railways Carried Freight, Express and Baggage

Electric street and interurban railways carried mainly short-haul passengers, but freight, express and baggage traffic helped to bring-in badly needed revenue. Illustrated with nearly 200 photos, this informative book explains how traction lines across the country handled various types of non-passenger traffic.

B-129, $35 (IL residents add $3.06 tax)

FROM BULLETS TO BART
by William Middleton

1938 to 1988 - It was a half century of remarkable change in the electric railway industry. From the debut of the high-speed Brill "Bullet" cars in suburban Philadelphia to the 1930's, to the opening of California's automated Bay Area Rapid Transit (BART) system in the 1970's, this 176-page book is *the* record of a half century of innovation in electric traction.

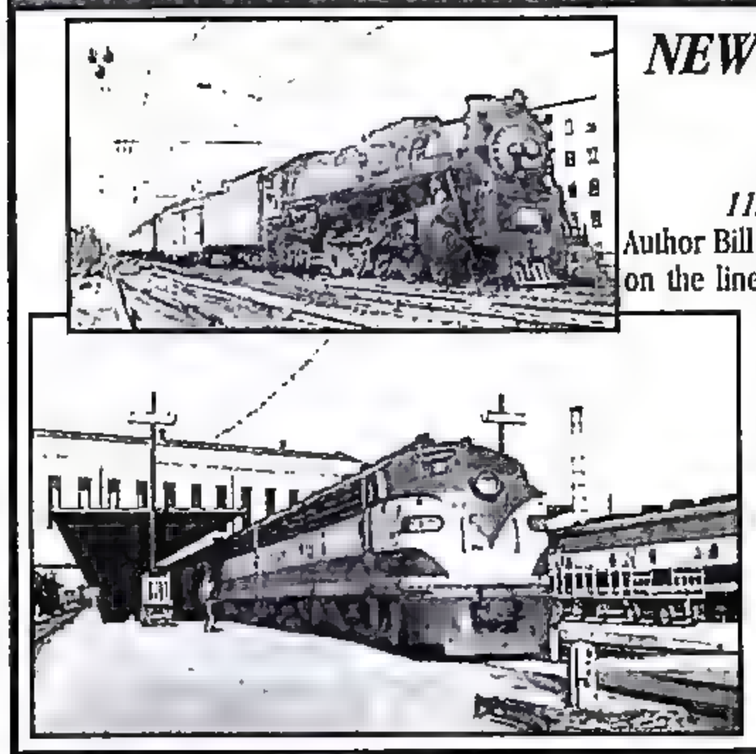


B127, $35 (IL residents add $3.06 tax)

Free book catalog available. Dealer inquiries invited

Central Electric Railfans' Association
P.O. Box 503, Chicago, IL 60690
CERA

SPECIAL OFFERS FOR SUMMER



NEW! Richmond, Fredericksburg and Potomac Passenger Service, 1935-1975.

by William E. Griffin, Jr.

112 Pages hardbound with over 150 B/W and Color Illustrations, Color Covers

Author Bill Griffin continues his look at the RF&P, this time focusing on the line's passenger service in the years 1935-1975. The RF&P double-tracked mainline was only 110 miles long, but its passenger service was an important link between north and south with their own trains, and many run-through trains from ACL and SCL. This volume is an extensive photographic look at the trains, cars and motive power with extended detailed captions and many excellent photos. *Expected Summer.*

Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H before July 31, 2000

Southeastern Roads

Norfolk and Western Passenger Service, 1945-1971

by William Warden, revised by Kenneth L. Miller

144 Pages hardbound with over 200 B/W and color Illustrations, Color Covers

Now Expanded! This volume focuses closely on the era between the end of World War II and the end of the steam era. A complete revision of this popular 1990 book. Some of the original photos plus many new additions with additional text makes this an almost an entirely new edition. Details on paint and lettering make this a valuable addition to anyone's N&W library. *Now Shipping!*

Only $28.95 + $4 S/H

Special Price of $21.95 + $4 S/H before July 30, 2000

Classic Steam Trains of The South

by Curt Tillotson, Jr.

128 Pages hardbound with over 150 B/W and Color Illustrations, Color Covers

Author Curt Tillotson, Jr. takes a look at steam trains of the Southeastern United States, with great photos of the era 1930-1959, on many of the South's premier railroads. This book is primarily a photographic album showing the South in the last two decades of steam operations. This area of the country has never been well covered in rail books of any kind. The extended captions and maps help depict the territory covered and orient the reader. A very nostalgic look at a time not so long ago, yet a world away from the modern railroading of today! *Expected Summer.*

Only $26.95 + $4 S/H

Special Price of $20.95 + $4 S/H before July 31, 2000

Louisville & Nashville Passenger Trains The Pan American Era, 1921-1971

by Charles B. Castner, Robert E. Chapman and Patrick C. Dorin

240 Pages hardbound with over 300 B/W and color Illustrations, Color Covers

A definitive history of L&N's great passenger service, from the beginning of the Pan American up to Amtrak day, spanning 50 years from the boom days of the 1920s, to decline and fall in the 1960s. The authors have delivered the last word on this important railroad's excellent passenger trains. A full chapter is devoted to modeling L&N passenger equipment and trains. *Now Shipping!*

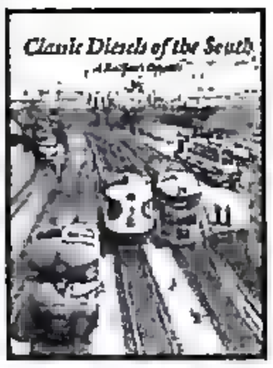
Only $33.95 + $4 S/H

Special Price of $27.95 + $4 S/H before July 30, 2000

Classic Diesels of the South

by J. Parker Lamb

128 Pages, Hardbound • Over 150 B&W photos, color covers.



This lavish book uses some of the best photography of this renowned photographer in the period 1949-1970. Included are SR, L&N, GM&O, ACL, SAL, D&S, West Point, C of G, Tennessee Central, NS (original), IC, Clinchfield, C&EI, VGN, N&W and other lines of the region. Lamb mixed human interest and unusual or dramatic angles, many action photos as well. Lam's photos have appeared over the years in many magazines and books.

Only $24.95 + $4 S/H

Special Offer, Order both Classic Steam Trains and Classic Diesels for only $42.95 + $7 S/H before July 31, 2000

Seaboard Air Line Railways The Route of Courteous Service

by William E. Griffin

224 Pages hardbound • Over 250 B/W and color Illustrations.

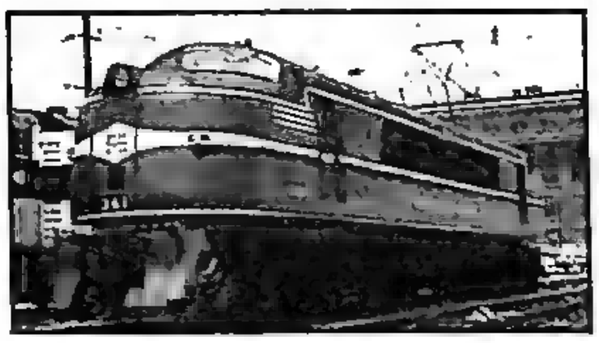
Only $29.95 + $4 S/H

Special $24.95 + $4 S/H before July 31, 2000

New Haven Railroad's Streamline Passenger Fleet, 1934-1953

by Geoffrey H. Doughty

160 Pages hardbound with over 150 B/W and Color Illustrations



Story of how New England's "little giant" managed to order a fleet of streamline passenger cars and locomotives in the midst of two national crises, the Great Depression and World War II. Author Geoffrey H. Doughty recounts how the company's management financed it's acquisitions and turned the railroad during the first bankruptcy. Previously unpublished drawings, designs and artistic renderings depicting the plans and dreams for the future, and how in the span of one year, all these dreams vanished. Engaging text with over 150 B&W and color photos and drawings Ideal for historians, New Haven fans and passenger train buffs. ***This is an excellent companion book to the New Haven Railroad in the Streamline Era book below.*** *Expected summer.*

Only $28.95 + $4 S/H

Special Price of $22.95 + $4 S/H before July 31, 2000

Atlantic Coast Line Passenger Service- The Postwar Years

by Larry Goolsby

128 Pages hardbound • Over 200 B/W and color photos, official diagrams and drawings.

Only $26.95 + $4 S/H

Special $21.95 + $4 S/H before July 31, 2000

Special Offer, Order both New Haven Books for only $52.95 + $7 S/H before July 31, 2000

New Haven Railroad In The Streamline Era

by Geoffrey H. Doughty

128 Pages, Hardbound • Fully illustrated with 120 quality color photos and 50 b/w photos

The complex story of the New Haven in the postwar period. The railroad became a patchwork of color which belied the turmoil it was experiencing, and its trains became emblematic of the administration which strove to alter the railroad's stodgy image. A host of color photographs.

Only $33.95 + $4 S/H

Southern Railway's Spencer Shops, 1896-1996

by Duane Gallaway and Jim Wrinn

Hardbound, 112 Pages, Over 125 illustrations, Maps and Diagrams with Full Color Covers

This is the interesting story of the shops, the people, and the equipment they kept on the road to power the Southern Railway's great passenger and freight trains.

Only $22.95 + $4 S/H

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776

Sorry, no telephone or credit card orders accepted • Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra

Maximum Shipping and Handling For Single Order is $7.00

RBH

Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
732-494-2932
Fax 732-548-0193

SALE THRU SUMMER*

The following **Morning Sun** ***"Trackside"*** series books are **sale priced at $34.45:**

Albany, NY Gateway, B&O, East of the Hudson, Erie, New Haven, New York Central, Union Pacific

• • • • • • •

The following **Morning Sun** ***"Trackside"*** series books are **sale priced at $37.95:**

Along the B&O '57-58, Around Philadelphia, Boston '42-'62 (Due 8/00), Boston & Maine, Chicago '57-'65, Lackawanna, Rio Grande, Sante Fe, Scranton '52-'76, St. Louis '52-'59, Western Pacific

• • • • • • •

The following **Four Ways West** ***"Color Pictorials"*** series books are **sale priced at $34.95:**

Burlington Route Vol. 1 or 2, C&O, C&S, Cotton Belt Route, Fort Worth & Denver, GN Vol. 2, 3 or 4, GM&O, KCS, NP Vol. 1, 2, or 3, Pennsylvania, Rock Island Vol. 1 or 2.

***Sale ends promptly on September 8, 2000**

OTHER BOOK LISTINGS

ACL Color Guide to Frght. & Pass.	38.95
ACL Passenger Service Postwar	21.45
Alaska/Yukon Railroads	33.95
Atlantic Coast Line Railroad - Prince	39.95
Boston & Maine - City to Shore	63.95
CB&Q in Color Vol. 3	38.95
CN Color Guide to Freight & Passenger	38.95
CNW in Color Vol.2	38.95
CNW Passenger Service-Post War Era	21.45
Colorado Rail Annual #24 - Ride The NG	39.95
Conrail Color Guide to Freight Cars	38.95
Cont. Diesel Spotters Guide - Withers	19.95
CSX Diesel Locomotives	30.95
DL&W in the 20th Century Vol. 1	38.95
DL&W in the 20th Century Vol. 2	46.95
DL&W in the 19th	46.95
George Beam & the DRGW Vol. 1 or 2	each 26.95
GN Color Pictorial Vol. 5	49.95
GN Equipment Book Vol. 1 Box and Stock	37.95
GN Equipment Book Vol. 2 Other Cars	37.95
GN Steam & Electric in Color	38.95
KCS in The Deramus Era	37.95
L&N Cumberland Valley Division	23.95
L&N Passenger Trains '21-'71	26.95
Magnetic North	29.95
Maine Central in Color Vol. 2	38.95
Memories of Eastern PA RRing (Due 8/00)	TBA
Milwaukee Electrics	39.95
Milwaukee Road Color Guide Vol. 2	38.95
New England's Colorful Railroads	37.95
NS Loco Directory 2000	12.95
N&W Color Guide to Freight & Passenger	38.95
N&W Passenger Service	22.95
NYO&W in Color	35.45
One Track Mind	35.95
PA Alco's Glamour Girl	37.95
Pacific Electric in Color Vol. 2	38.95
Pass. Car Library Vol 2 NYC, BM,DL&W,NH	31.95
Pennsy Electric Pictorial	31.95
Pennsylvania Railroad in Indiana	39.95
Pennsylvania Trolley Vol. 3	38.95
RR Color History:	
B&O, NYC, PRR, ATSF or SP	each 17.45
Railroads of the Pine Tree State	37.95
Reading's Shamokin Division	19.95
Rio Grande Southern Story Vol. 8	55.45
Sampling of Penn Central	47.95
Santa Fe 4-8-4 Northern Steam Pictorial	15.95
Santa Fe Diesels Vol. 2	47.95
SP In Transition (SP/SSW/D&RGW)	37.95
SP Official Color Guide	38.95
SP Pictorials Vol. 3-11	each 19.95
SP's Colorful Shasta Route	37.95
SP's Historic Overland Route	37.95
Steam Locos of the KCS	11.95
Streetcar Scenes of 1950's	38.95
Triumph I or Triumph II	each 51.95
Uintah Railway Vol. 1	41.45
UP Diesels Vol.1	47.95
UP Loco Directory 2000	15.95
WV Narrow Gauge Mann's Creek Railway	23.95
Yet There Isn't A Train I Would Not Take	31.95

e-mail: RBHobbies@AOL.COM
web site: raritanbayhobbies.com

100's more titles available

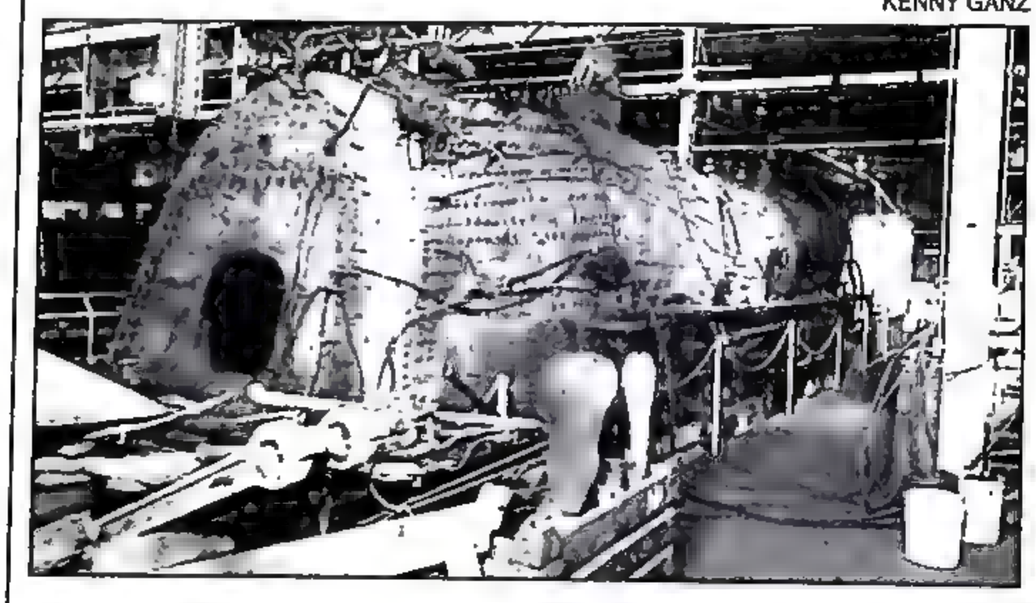
Shipping on U.S. orders add $4.50 for the first title, $1.00 for each additional title up to a maximum of $7.50 per shipment. For UPS ground service add $1.50 per shipment. Air service available at cost. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Prices supersede prior prices.

Steam under repair across the country

DURING THE PAST YEAR, Boston & Maine 4-6-2 No.3713 has been undergoing a major overhaul at Steamtown National Historic Site in Scranton, Pennsylvania. This worthwhile project is a joint venture between Steamtown (the owner) and the Lackawanna & Wyoming Valley Railway Historical Society, a local NRHS chapter, which hopes to have this classic example of New England steam power up and running in the not-so-distant future. While much has been accomplished, the success of the project hinges on the funds currently being raised by the 3713 Restoration Drive. According to the chapter, "Whether the effort continues, and how long it takes to get the locomotive operating again, depends on how much support we receive . . ."

No.3713 was constructed by Lima in 1934 and during its lifetime was used to power passenger trains in and around Massachusetts, New York State and Vermont over the lines of the Boston & Maine. The engine is coal fired and, with 80-inch drivers, can wheel a 14-car passenger train in excess of 70 miles per hour. In 1937, this engine received the name *The Constitution* during a school contest sponsored by the B&M, and afterwards remained in service until the end of steam, not making its final run until 1958.

KENNY GANZ



BOSTON & MAINE 4-6-2 No.3713 *is undergoing a major overhaul at the shops of Steamtown National Historic Site in Scranton, Pennsylvania. The project is a cooperative effort between the National Park Service and the Lackawanna & Wyoming Valley Chapter NRHS.*

When retired, No.3713 was acquired by the late F. Nelson Blount, who displayed it for years as part of his Steamtown U.S.A. collection in Vermont. During 1969, the engine was cosmetically restored in the B&M shops and loaned to the Boston Museum where it sat outdoors as a static exhibit until 1984, at which time it was moved to Steamtown's new facility at Scranton. Since then, No.3713 sat outdoors on display until recently, when it was brought inside the roundhouse for restoration.

To date, the Lackawanna & Wyoming Valley Chapter has made much progress towards returning No.3713 to the rails. Serious work began in July 1999 with the disassembly of the engine and the cataloguing of parts by the Steamtown shop workers. After this, the removal of all asbestos boiler insulation was contracted out by the L&WV Chapter at a cost of $25,000 — paid for with donations to the restoration fund. All of the tubes and flues in the boiler have been removed, and the superheaters have been extracted, cleaned and hydro tested. Inside the boiler, the flue sheets have been cleaned and mended, and hundreds of flexible staybolts, caps and sleeves have been removed (many of these will be replaced as needed). Future projects include performing major work on the drive wheels, updating the brake system, building a new cab and replacing the tender trucks.

The Chapter hopes that once No. 3713 is operational, it will be a regular performer on Steamtown's daily excursion trains. The National Park Service has also agreed to consider using No. 3713 on excursion trains for one summer after the restoration over rail lines in New England, possibly even on some Boston & Maine lines where the locomotive ran in regular service. No.3713 will also be the first American main line steam locomotive to operate at Steamtown in its current location (right now trains are pulled by two Canadian steam engines).

So far, all the money for 3713's rebuild has come from the chapter's fundraising efforts. Grant opportunities are being researched, although most such grants require a significant fund raising effort before a group can be seriously considered for an award. Currently the chapter is seeking donations to continue 3713's rebuilding. Persons wishing to contribute are encouraged to write to Locomotive Restoration Fund, L&WVRHS, Inc., P.O. Box 3452, Scranton, PA 18505-0452. Thanks to Michael R. Fomous

The continuing woes of SP 786

Back in the December '99 LINESIDE LEGACY I touched on the problems that have arisen with the Austin Steam Train Association's ex-Southern Pacific 2-8-2 No.786, which was found to have developed internal and external cracking around the cylinder saddle on the left-hand (fireman's) side. It is unfortunate to report that not much has been accomplished toward returning No.786 to service, due to a severe lack of funding. A source close to the railroad confirms that the prospects for funding are "very dim" at this time, but the Austin Steam Train Association remains optimistic that the engine can be returned to service once funds are in place. The repairs to No.786 are expected to cost upwards of $350,000.

Some help has come from the community of Cedar Park, where the Austin & Texas

Central's steam train is based, which recently gave the group $30,000 to cover operating costs while No.786 is down. Without the draw of the steam locomotive, the railroad has been having a difficult time making ends meet. Remember that there are other costs associated with running a tourist railroad, including the repair and maintenance of the group's fleet of passenger coaches and other rolling stock.

The Austin Steam Train Association has high hopes that the City of Austin (which owns No.786) will make a significant donation toward the repairs, and Cedar Park has pledged additional funds which are contingent upon Austin's donation. While most of the money will likely go towards repairing the cracked cylinder casting, additional funds may be used to replace No.786's boiler tubes and problematic tender-truck friction bearings with roller bearings.

In the meantime the Austin & Texas Central's *Hill Country Flyer* and *River City Flyer* excursion trains continue to operate with a borrowed diesel. The group recently purchased their own diesel locomotive, ex-AT&SF low-nose Alco RSD15, which will likely be restored to SP or Cotton Belt colors to continue the A&TC's "Southern Pacific" theme. Until No.786 can be repaired, this unit will hold down the regular summer schedule. A second RSD15, owned by a private individual in Houston, will also be moved to the property in the near future and will serve as back-up power. Thanks to Doug Wooten, Paul Phalen and the Austin Steam Train Association.

SP 2472 repairs

Southern Pacific 4-6-2 No.2472 has been noticeably absent the past few years while it has been receiving some needed maintainance. In an effort to quell some of the rumors about No.2472's absence, I submit the following written by none other than the Golden Gate Railroad Museum's Michael Mangini:

"It has been called to my attention that there is a fair amount of misinformation floating around on the Internet regarding the status of SP 2472. As director of the Golden Gate Railroad Museum, I would like to set the record straight with regards to the 2472.

"The locomotive, during several of its last operations, began to experience overheating of the left number one driving box. This started to occur when the engine had to back up long distances due to the lack of available turn around facilities (Mission Bay wye was taken out of service due to the 280 freeway earthquake retrofit). Every time we backed up, the problem got worse and the frequency of overheating increased. Many theories abounded and many different remedies were attempted. None worked.

"What we did discover, however, is that the driver 'trust' bearings on left number one did make more contact during backup moves. The heat generated by the constant rubbing transferred to the grease block, which then melted out, providing no lubrication for the journal. Cooling down the area with a water stream did not work. The water dissolved the grease, which is mostly 'soap.'

"We decided to disassemble the running gear to ascertain the root cause of the problem and repair it so the problem would not occur again.

"The locomotive was jacked four or five feet in the air and all the wheels, rods, suspension parts, boxes, etc., removed. All

MEMORIES OF THE DELAWARE & HUDSON RAILROAD

VOLUME I: Steam and Diesel Our new D&H series commences with this premiere release, featuring steam and diesel power on one of America's most scenic railroads!
The program opens with vignettes of D&H steam on the Forest City and Ararat grades in Pennsylvania. Thrill to the sights and sounds of the powerful and elegant J-Class 4-6-6-4 *Challengers* in action, as these huge beasts man-handle long freight trains over steep mountain grades. In addition to the *Challengers* (both pulling and pushing), you'll also see a train with a *Challenger* on the head end and three locomotives (4-6-6-4, 0-8-8-0, and 2-8-0) pushing! Other steam power depicted includes 4-6-0, 2-8-0, and the famous "elephant-eared" 4-6-2 and 4-8-4 types.
Next, we visit the large yard and engine terminal at Oneonta, NY for a look at D&H diesels at the height of the Alco era. You'll see as many as 16 Alcos at the engine terminal as we watch trains from many interesting angles. There's plenty of Alco action on the road too, including numerous C628 lashups and snow scenes. The program concludes with coverage of the D&H Bicentennial train, pulled by a red-white-and-blue RS3/U23B lashup.
Color with some B/W steam scenes, Synchronized Sound, Maps and Graphics

MEMORIES OF STEAM IN THE NORTHEAST – TWO NEW VOLUMES!

VOLUME II features an interesting collection of steam power shot in the late 1930s and early 1940s. These segments feature excursions to various railroads and include both on-train and trackside views. Here's what you'll see:
- **ERIE RAILROAD** * Visit to Jersey City Terminal * Ride to Gulf Summit on K5-powered train and watch 2-8-4s, 2-10-2s, and 4-6-2s in action on freight, passenger, and milk trains. * Excursion to Starrucca Viaduct area to watch more steam-powered trains. * Pace back-to-back 2-8-2s * Steam at Englewood, NJ on Northern Branch.
- **NEW YORK CENTRAL – NEW HAVEN – LEHIGH & HUDSON RIVER** * Trip from New York City via NYC and NH to the Lehigh & Hudson River Railroad. Ride behind NH and L&HR steam (2-8-0 82) and view a variety of NYC, NH, and L&HR locomotives.
- **NEW YORK CENTRAL – BOSTON & ALBANY – BOSTON & MAINE – HOOSAC TUNNEL & WILMINGTON** * Ride the Railroad Enthusiasts' Special excursion from New York City to Readsboro, VT on July 27, 1940 and see a variety of steam power, plus a ride on open gondolas on the HT&W.

Mostly B/W, Synchronized Sound, Maps and Graphics

VOLUME III offers an interesting mix of steam power ranging from massive Delaware & Hudson 4-6-6-4 *Challengers* to quaint shortline 2-8-0s. Here's the lineup:
- **DELAWARE & HUDSON** * Visit the scenic Carbondale -- Starrucca line where huge 4-6-6-4s take heavy tonnage over steep grades. This extraordinary *full-color 16mm footage* presents these massive locomotives in all their gut-wrenching glory! As many as *three Challengers per train* put on one of the finest steam shows in the east.
- **MARYLAND & PENNSYLVANIA** * Ride an October 6, 1940 excursion from New York to the famed Ma & Pa via Pennsy electrified main line. You'll see: * PRR wreck train and yards at Perryville, MD * PRR and B&O power at Baltimore * Ma & Pa Baltimore yard with several 2-8-0s on display * Fantrip behind 2-8-0 26 to York, PA featuring onboard scenes and photo stops * Slate Hill Branch * Many scenic trestles * Yard facilities at York.
- **HUNTINGDON & BROAD TOP MOUNTAIN** * Visit the H&BTM facilites at Huntingdon, PA * H&BTM and Pennsy steam-powered trains in action * Fantrip behind H&BTM 2-8-0 37 with many scenic views of the line.

Color and B/W, Synchronized Sound, Maps and Graphics

ALSO AVAILABLE: MEMORIES OF STEAM IN THE NORTHEAST, VOLUME I
* Features LV, CNJ, DL&W, Erie, NYC, B&M, D&H, and four Pennsylvania shortlines.

ALL PROGRAMS RUN 30 MINUTES EACH AND RETAIL FOR $24.95 EACH.

Special! Order 2 programs, deduct 5% from cost of tapes, 3 or more, deduct 10%. S/H $5 first tape, $1 ea. addl. NJ residents add 6% sales tax. Payment via Visa, MasterCard, Check, Money Order.

TOLL FREE ORDER LINE: 1-800-66-MARK1
MARK I VIDEO
P.O. BOX 404, NEW MILFORD, NJ 07646
All Other Information Call (201) 261-8444 Fax: 261-3911

GOLDEN SPIKE ENTERPRISES INC.

★★★★ Railroad Memorabilia ★★★★

One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.

Send $2, and large SASE for listing, refundable with purchase

Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

Our New Book - - - **THE HUDSON & MANHATTAN RAILROAD REVISITED**

by Paul Carleton
Is Now Ready

128 pages - hard cover - 235 photos in color and black and white. **$29.95 postpaid**

D. CARLETON RAILBOOKS
P.O. BOX 1827, Dunnellon, FL 34430

Check out:

www.
carstens-publications
.com

Subscribe, order back issues and books, get in touch with us . . . all on-line.

the journal bearings were checked and left number one was turned and polished. It was found to have a slight "downhill" taper. In order to have the journal turned in the biggest and most massive lathe we could find, we were required to remove the tires and later reinstall them.

"All the springs were replaced with new ones. We did this not because the old ones were bad, but because we wanted to *make sure* that perhaps one weak spring was not upsetting the equalization of the suspension.

"The driving box crown brasses were machined and, in three cases, renewed. All the suspension points, pins and bushings were renewed and, most important, realigned. The frame was measured, remeasured, and measured again to determine how square it is. From these measurements, the shoes and wedges and driving boxes can all be machines to bring (them) into the required tolerances.

"The pilot and trailing trucks were also examined to determine if a historical misalignment was the culprit. The trailing truck has received some new wear liners. The wheelset was converted to roller bearings in the process. It was decided to do this job now as this wheelset would be the most difficult to convert once the engine was reassembled. The pilot truck and tender will be converted at a later date.

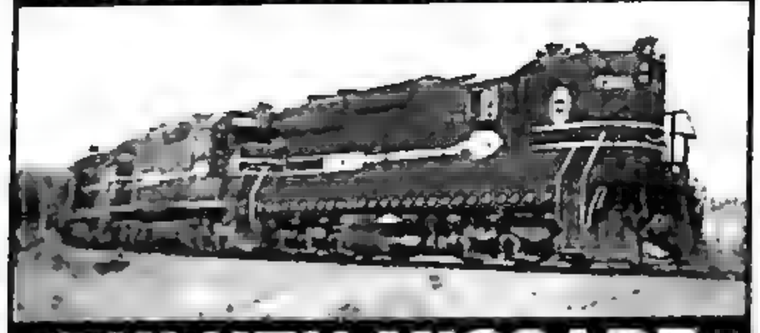
"The boiler of 2472 is undergoing some inspections related to what happened with the UP engines (failure of the boiler tubes in 844 at Railfair). Having ruled out those problems, the new FRA Part 230 Rules take effect in January 2002. Yes, that is right, the boiler will have to be renewed again in a year and a half! It is the new law. But then it will be good for 15 years.

"So why has the problem occurred and why has it taken so long to repair it? The first answer is the most difficult as we have not found as single smoking gun reason. We have discovered that historically there has always been a problem with left number one heating up. Why wasn't it fixed? When steam was waning and schedules were paramount, we believe that the railroad shops replaced a damaged part and sent the engine out again until it failed again. Since it did not have to back up great distances it would roll for a long time. The engine was soon to be retired, so why bother?

"Why has it taken so long? In reality, taking into account that we did not have a great deal of knowledge regarding this problem, and spent months trying to figure it out, it is really taking a similar amount of man-hours to repair 2472 as it would have in the old days. Remember, if 2472 were sent to Sacramento Shops they would had a facility already set up and hundreds of experienced employees working three shifts. GGRM has four machinists, all of whom are able to spend a couple of days a month working on the project. This has been an on-the-job training for those people who already have the prerequisite skills. Unfortunately, most of the types of work required in this job are not the sort of thing that we can enlist lots of volunteers for.

"This project has and will consume vast amounts of money and time, but 2472 will return to the rails this summer!" Thanks to Michael Mangini, Executive Director, Golden Gate Railroad Museum.

★ TWO NEW DM&IR VIDEOS! ★



DULUTH MISSABE & IRON RANGE

VOLUME ONE
THE HIGH NOSE DIESEL ERA
Features the Missabe's High Nose SD 9's and SD 18's. The Diesels are seen leading all trains in freight and ore service. Offer Exp. 7-31-00
60 min. - List $29.95 - **SALE $26.95**

VOLUME TWO
THE LOW NOSE DIESEL ERA
Features the DM&IR's Low Nose SDM's , SD38's and their new SD40-3 tunnel units seen system-wide on both freight and ore trains. Offer Exp. 7-31-00
100 min. - List $35.95 - **SALE $31.95**

TWO TAPE SPECIAL! $54.90

Plus Shipping & Handling: USA $4 Canada $5
Wisconsin Residents add 5.5% sales tax

PLETS EXPRESS
Call 715-833-8899
P.O. Box 217 Altoona WI 54720

Announcing

A Ticket To Ride The Narrow Gauge

A Chronological History of Denver & Rio Grande Western Narrow Gauge Passenger Trains and Their Equipment 1871 - 1981 by Herbert Danneman

COLORADO RAIL ANNUAL NO. 24

Year-by-year rosters untangle the complex genealogy of car rebuilding and renumbering. Schedule and equipment assignments. Includes D&RG, RGW, RGS, F&CC and Silverton short lines. A definitive reference. Locomotive rosters, a list of dining stations, timetables, correspondence, advertisements and other tidbits of narrow gauge history. 272 pages, over 300 photographs and illustrations, bibliography.

$49.95
(+ $3.25 shipping)

Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402
800-365-6263 303-279-4591
fax 303-279-4229 www.crrm.org
Complete book catalog available

Rails 'N' Shafts

BOOKS

P.O. Box 300
(610) 261-0133

Laurys Station, PA 18059
Fax (610) 262-7962

BOOKS

Specializing in Books and Videos on Transportation and Industrial Subjects

Alco Official Photography ---------- $38.95
Alcos to Allentown, Biery ---------- $23.95
All Aboard Amtrak, Schaeffer ---------- $39.95
American Car & Foundry, Kaminski ---------- $54.95
Anthracite Country Color, Bernet ---------- $15.95
Anthracite Rebirth, Bednar ---------- $43.95
ACL, Prince ---------- $39.95
ACL Color Guide ---------- $38.95
ACL: Diesel Locomotives, Calloway ---------- $39.95
ACL: Passenger Trains, Goulsby ---------- $21.59
Baldwin Locomotive Works, Brown ---------- $28.95
B&O, Salomon, Oroszi, Ori
Vol 1: New York to Cumberland ---------- $35.49
Vol 2: Cumberland to Chicago ---------- $35.49
B&O Passenger Service, Stegmaier
Vol 1: National Limited Route ---------- $19.95
Vol 2: Capitol Limited Route ---------- $21.59
B&O Sand Patch, Roberts ---------- $39.95
Berkshires of the Nickel Plate, Holland ---------- $21 59
B&M in Color, Plant ---------- $38.95
BN Locomotive Roster 1970-1996 ---------- $39.95
BN Northwest Passage, Leachman ---------- $47.95
Burlington Color (Vol 1 or Vol 2), Holck ---------- $39.95
Burlington Route: Across the Heartland, Wilson ---------- $15.25
Canadian National Color Guide ---------- $38.95
C&O Color Pictorial, Stegmaier ---------- $39.95
C&O Vol 1: West End, Eudaly ---------- $47.95
Chessie System Diesels, Doyle ---------- $29.95
Chessie System: Cumberland Action, Biery ---------- $31.95
C&NW in Color (Vol 1 or 2) ---------- $38.95
C&NW Official Photography, Green ---------- $38.95
CB&Q Color Guide, Spoor ---------- $38.95
CB&Q in Color (Vol 1, Vol 2 or Vol 3), Spoor ---------- $38.95
Chicago Transit ---------- $27.95
Classic Locomotives V4: Alco RS3, Plant ---------- $31.95
Colorful Memories of Reading Shamokin, Bernet ---------- $15.95
Conrail Color Guide (Vol 1) ---------- $38.95
Conrail Commodities, Taylor ---------- $39.95

PRR in Indiana
Illustrated history of Pennsy in Indiana $39.95
One Track Mind
Album of b&w photos by Benson $35.95
UP Diesels Vol 1, Strack
UP diesels until 1982 $35.95
CSX Diesels in Color
Color look at CSX-era diesels $31.95
Harriman, Klein
Biography of E. H. Harriman $27.95

Conrail Motive Power Review (1986-1991), Withers ---- $38.49
Conrail Final Years (1992-1997), Withers ---------- $38.49
Cotton Belt Color Pictorial, Goen ---------- $39.95
Crossroads of the West (Utah), Koistra ---------- $39.95
Denver & New Orleans, Jones ---------- $35.95
Diesel Locomotives: 1st 50 Years, Drury ---------- $23.95
Diesels to Park Avenue ---------- $35.49
Diesels of the Southern Railway, Withers ---------- $51.95
Dixie Line: NC&StL, Castner ---------- $21.75
Domeliners, Zimmermann ---------- $39.95
East Broad Top: Slim Gauge Survivor, Mellander ---------- $38.25
Erie in Color, Sweetland ---------- $35.95
EMD GP-20 and SD-24 ---------- $23.95
Erie-Lackawanna in Color, DeYoung
Vol 1: West End ---------- $35.95
Vol 2: New York State ---------- $35.95
Vol 3: East End ---------- $38.95
Vol 4: Early Years ---------- $38.95
GN Color Pictorial (Vol 2), Shine ---------- $39.95
GN Equipment Pictorial (Vol 1 or 2) ---------- $39.95
GN Pictorial (Vol 3 or 4), Stauss ---------- $39.95
GN Pictorial (Vol 5) ---------- $51.95
GN Steam Electric in Color ---------- $38.95
GM&O Color Pictorial, Wallin ---------- $39.95
IC in Color ---------- $38.95
Illinois Terminal in Color, Lloyd ---------- $38.95
Impossible Challenge, Harwood ---------- $51.95
Jersey Central in Color (Vol 2), Brennan ---------- $38.95
Jersey Central Story, Carleton ---------- $30.49
KCS Color Pictorial, Goen ---------- $39.95
KCS in Deramus Era, Marre ---------- $38.49
Lackawanna in Color, Sweetland ---------- $35.95
Landmarks on the Iron Road, Middleton ---------- $31.95
L&NE: Color Retrospect, Lilly ---------- $37.95
LV in Color Vol 2, Yanosey ---------- $35.95
LV in Color Vol 3, Plant ---------- $38.95
LV in NY State: Upstate Odyssey, Dann ---------- $23.95
Lehigh Valley RR, Archer ---------- $35.95
Lehigh Valley: New York Division, Bednar ---------- $41.95
Maine Central in Color (Vol 1 or 2) ---------- $38.95
Magnetic North, Cook, Zimmermann ---------- $31.95
Memoirs of Steelworker, Kuchtka ---------- $10.49
Milwaukee in Color
Vol 1: East of Milwaukee ---------- $38.95
Vol 2: In Milwaukee ---------- $38.95
Vol 3: Wisconsin/Michigan ---------- $38.95
Milwaukee Color Guide (Vol 1 or 2) ---------- $38.95
Milwaukee Under Wire in Color ---------- $38.95
Minneapolis & St. Louis in Color, Green ---------- $38.95
New Haven Along the Shore Line ---------- $15 25

SUMMER STORE HOURS

Sat	July 22	10 - 4
Sat	August 26	10 - 4
Sat	September 16	10 - 4
Sat	October 21	10 - 4

or by appointment

Complete selection of in-print books and videos.
Extensive selection of out-of-print books, timetables, reports, etc.
Directions: 1/2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station.
Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

NH, Final Decades, Hartley ---------- $39 95
New Haven Power, Staufer ---------- $63.95
New Haven Trackside McNamara ---------- $38.95
NYC Color Guide ---------- $38.95
NYC Color Photography (Vol 1), Nowak ---------- $35.95
(Vol 2 or 3), Nowak ---------- $38.95
NYC Great Steel Fleet, Doughty ---------- $23.95
NYC Later Power, Staufer ---------- $55.95
NYC Stations & Terminals ---------- $23.95
New York Central Trackside, Marvel ---------- $38.95
NYC Trains of the Future, Doughty ---------- $20.95
NYC Steam Vol 1 ---------- $38 95
NYO&W and Dairy Industry, Mohowski ---------- $49.95
NYO&W in Color, Lubliner ---------- $38.95
NKP in Color (Vol 1, 2 or 3) ---------- $38.95
NKP Official Photography (Vol 1 or 2), Corns ---------- $20.95
N&W V1 in Color, Nichols ---------- $38.95
Norfolk Southern Locomotive Directory ---------- $13 59
North Shore/South Shore, Porter ---------- $34.95
Northern Indiana Railroad,Bradley ---------- $43.95
Northern Pacific (Vol 1, 2 or 3), Shine ---------- $39.95
NP Classic Steam, Shrenk, Frey ---------- $47.95
Northwestern: C&NW, Grant ---------- $39.95
Pacific Electric in Color (Vol 1 or 2), Copeland ---------- $38.95
Pacific Northwest of McGee and Nixon, Green ---------- $47.95
Pennsylvania Trolleys (Vol 1, 2 or 3), Volkmer ---------- $38.95
Pennsy Power, Staufer ---------- $39.95
PRR: Standard of the World Vol 1, ---------- $38.95
PRR Black Gold Black Diamonds, Hirsimaki ---------- $35.95
PRR Color Guide V2 ---------- $38.95
PRR Color Pictorial, Shafer ---------- $17.75
PRR Color Pictorial Vol 1, Sweetland ---------- $39.95
PRR Diesel Review, Carleton ---------- $35.95
Pennsy Diesel Years (Vol 2, 3 or 4), Yanosey ---------- $35.95
Pennsy Diesel Years (Vol 5 or 6), Yanosey ---------- $38.95
PRR Electric Years, Volkmer ---------- $35.95
Pennsy Electric Pictorial, Zak, Withers ---------- $31.95
Pennsy Steam Years Vol 1 ---------- $35.95
Pennsy Steam Years Vol 2 ---------- $38.95
Pennsy Streamliners, Welch ---------- $39.95
PRR: Hudson to Horseshoe, Volkmer ---------- $38.95
PRR Triumph 1, Roberts ---------- $51.95
PRR Triumph 2, Messer ---------- $51.95
Phoenix Bridge, Winpenny ---------- $15.95
Pool Power West, Goen ---------- $39.95
Railroads of Arizona V4: Santa Fe, Myrick ---------- $51.95
Railroads of Indiana, Simons, Parker ---------- $39.95
Railroads of Pine Tree State (Vol 1) ---------- $39.95
Reading Color Guide, Bossler ---------- $38.95
Reading Diesels (Vol 1): First Gen, Woodland ---------- $43.95
Reading Diesels (Vol 2): Second Gen, Woodland ---------- $47.95

DISCOVER VISA MasterCard

Telephone Orders Accepted

Check out our web site:
http://www.rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $3.75 for one, $4.95 for two, and $5.95 for three or more books and/or videos. For foreign orders, please include $4.50 for the first and $2.50 for each additional book or video for postage, and remit in US$. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery available, please ask. Make checks payable to Rails 'N' Shafts. Catalog sent with all orders or send SASE. Sales ends last day of magazine cover month. Your satisfaction is guaranteed.

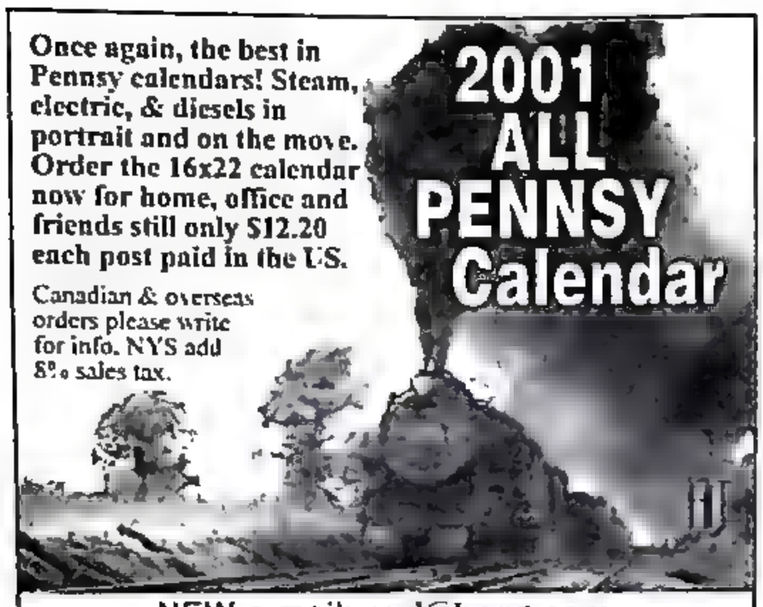
Reading in Color, Plant ---------- $38 95
Reading in the Conrail Era, Woodland ---------- $35 95
Reading Railroad: History of Coal Age Empire, Holton
Vol 1: 19th Century ---------- $51 95
Reading Steam in Color, Plant ---------- $38.95
Rio Grande Color Guide ---------- $38.95
Rio Grande in Color (Vol 2) ---------- $38.95
Rio Grande Southern Story, McCoy, Collman Graves
Vol 3: Vance Jct to Ophir ---------- $57.59
Vol 4: Ophir Loop to Rico ---------- $57.59
Vol 5: Rico and Mines Above ---------- $57.59
Vol 6: Rico to Delores ---------- $57.59
Vol 7: Delores to McPhee ---------- $57.59
Rock Island Color Guide ---------- $38.95
Rock Island Color Pictorial (Vol 1or 2), Marre ---------- $39.95
Rock Island in Color (Vol 1), Stagner ---------- $38.95
Rock Island in Color (Vol 2), Marvel ---------- $38 95
St. Paul & Pacific ---------- $39.95
Santa Fe in Color (Vol 1,2,3 or 4), Stagner ---------- $38.95
Santa Fe Color Guide, Stagner ---------- $38.95
Santa Fe Diesels Vol 1, Priest ---------- $43.95
Santa Fe Diesels Vol 2, Priest ---------- $47.95
Scenes Along Rails (Part 1 Vol 2), Hudson ---------- $31.95
SAL, Prince ---------- $39.95
SAL: Route of Courteous Service, Griffin ---------- $23.95
Snowbound Streamliner ---------- $39.95
Southern in Color V2, Lanier ---------- $38.95
SP Coast Line, Signor ---------- $51.95
SP Coast Line Pictorial, Signor,Thompson ---------- $51.95
SP Colorful Shasta Division, Dill ---------- $39.95
SP Historic Overland Route, Dill ---------- $39.95
SP in Transition, Shippen, Shine ---------- $39.95
SP Official Photography (Vol 1), Thompson ---------- $38.95
SP&S Color Pictorial ---------- $39.95
Streetcar Scenes of the 50s, King ---------- $38.95

Available again:
DL&W in 19th Century $47.95
DL&W in 20th Century (Vol 1) $39.95
DL&W in 20th Century (Vol 2) $47.95
(3 vols with same number — $133.95)
L&N Passenger Service
Postwar look at L&N passenger trains $27.25
New from Morning Sun @ $38.95
N&W Color Guide
Trackside Around St. Louis

Trackside Albany NY Bruins ---------- $38.95
Trackside Around Philadelphia, Pennypacker ---------- $38.95
Trackside Around Scranton, Yungkurth ---------- $38.95
Trackside B&O with Griffith ---------- $38.95
Trackside Boston & Maine ---------- $38.95
Trackside Chicago ---------- $38.95
Trackside East of the Hudson, McChesney ---------- $38.95
Trackside Erie, Collins ---------- $38.95
Trackside Lackawanna, Petersen ---------- $38.95
Trackside Rio Grande, Ozment ---------- $38.95
Trackside Santa Fe ---------- $38.95
Trackside Union Pacific, Schmitz ---------- $38.95
Trackside Western Pacific ---------- $38.95
Trains Trolleys and Transit,. Williams ---------- $23.95
Uintah Vol 1: Mack to Atchee ---------- $41.59
Union Pacific Color Guide (Vol 1 or 2) ---------- $38.95
Union Pacific Diesels (Vol 1) to 1959, Priest ---------- $47.95
UP on Sherman Hill, Wolf ---------- $38.49
UP Official Color Photography (Vol 1 or 2), LeMassena $38.95
UP Directory, Strack ---------- $15.95
UP: Salt Lake Route, Hemphill ---------- $47.95
Virginia & Truckee, Ferrell ---------- $39.95
West Virginia Narrow Gauge: Manns' Creek, Lane, Schenpf $23.95
Wheat Kings, McDonell ---------- $23.95
When Railroads Went to Beach ---------- $39.95

VIDEOS

Conrail Big Four: Indianapolis-St. Louis (Green Frog) ---- $23.95
Conrail Horseshoe Pushers (DIW) ---------- $27.95
Conrail Pittsburgh Line Blues (Pentrex) ---------- $15.95
Conrail Pittsburgh-Crestline (Green Frog) ---------- $31.95
CSX V9 (Willard-Dreshler) (Green Frog) ---------- $23.95
CSX V10 (Augusta-Spartanburg) (Green Frog) ---------- $23.95
CSX V11 (Greenwood-Atlanta)(Green Frog) ---------- $23.95
KCS Meridian Subdivision (Pentrex) ---------- $23.95
LV: Penobscot Mountain (DIW) ---------- $27.95
Last of Giants (Pentrex) ---------- $15.95
Last of Giants (Vol 2 or 3) (Pentrex) ---------- $29.95
Milwaukee (3-tapes) (Pentrex) ---------- $39.95
PRR: Army Navy Game ---------- $27.95
PRR: Steam/Electric 1936-52 (DIW) ---------- $27.95
PRR: Steam/Electric 1955-62 (DIW) ---------- $27.95
PRR in New Jersey (PRSL, NY&LB) (DIW) ---------- $27.95
PRR: Philadelphia Terminal (DIW) ---------- $27.95
Reading in Transition (DIW) ---------- $27.95
Steam on the NorthernPacific (Green Frog) ---------- $23.95
Sunrise/Sunset (V2), Rochelle, IL (Pentrex) ---------- $15.95
Twentieth Century on TV (Pentrex) ---------- $11.95
UP Turbines (Pentrex) ---------- $15.95
Western Pacific on TV (Pentrex) ---------- $11.95
Working on the Railroad (Pentrex) ---------- $23.95



Once again, the best in Pennsy calendars! Steam, electric, & diesels in portrait and on the move. Order the 16x22 calendar now for home, office and friends still only $12.20 each post paid in the US.

Canadian & overseas orders please write for info. NYS add 8% sales tax.

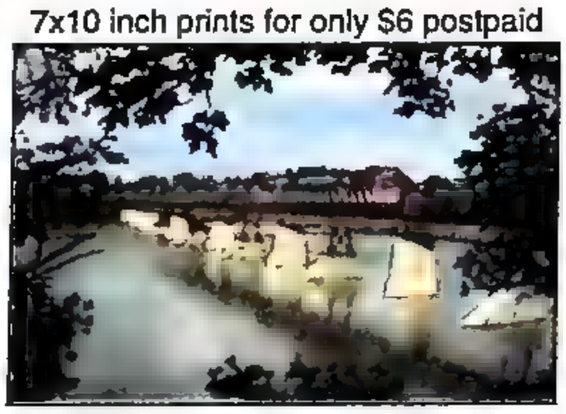
NEW e-mail: avd@borg.com

Audio-Visual Designs

PO Box 977, Herkimer, NY 13350-0977

1964 • 36 YEARS • 2000

7x10 inch prints for only $6 postpaid



Railroad Photography by Steve Barry

Daylight IMAGES

Prints, cards, calendars & more

www.daylightimages.com

MORNING SUN BOOKS

A new all-color book for August 1st:

TRACKSIDE *around* Boston

1942-1962 with Lawson Hill

by Carl Byron

Lawson Hill was an early color pioneer who recorded the roads around his hometown during the steam to diesel changeover after World War II. His camera captured New York Central's earliest diesels that conquered the hills of the B&A; the transition from steam to diesel on the B&M; and the unique DL109's of the New Haven.

This all-color 128-page hardcover book will be available August 1, 2000.

Order today at the special pre-publication price of: Each @$43 + $3.50 postage, $5 foreign.

Include street address for UPS delivery.

NJ residents add $2.58 tax.

VISA accepted - 9 am-5pm EST - call (908) 755-5454.

After 8/1/2000, price is $54.95 each.

Morning Sun Books, Inc.
9 Pheasant Lane
Scotch Plains, NJ 07076

MORNING SUN BOOKS INC.

www.morningsunbooks.com

In Focus

News-feature

Casey Jones at Milepost 100

PHOTOS: TOM SAVIO

ILLINOIS CENTRAL engineer John Luther "Casey" Jones is probably the best known name in American railroad folklore. One hundred years ago, on April 30, 1900, Casey died from injuries suffered in the wreck of IC's *New Orleans Special* at Vaughn, Mississippi.

Exactly what happened at Vaughn in the wee hours of that dark, misty morning is still conjecture. Did Casey in the *Special*'s noisy and smoky cab hear an exploding torpedo or see a flagman warning of a train stopped ahead, or not? What we do know about Casey's last run is this: As he sped around the curve north of the depot, he saw the red markers of a caboose which had failed to clear the main line because of a broken air hose. Casey ordered his fireman, Sim Webb, to jump, while he rode the train's brakes into the collision, thus sparing the lives of his passengers at the cost of his own.

Now, Casey was known as a "fast runner" in an era when the railroads celebrated speed and promised their passengers and shippers service without delay. He doubtless had that in mind when he boarded the *Special* in Memphis, Tennessee, after it arrived from Chicago about 90 minutes late. Casey, who loved speed and railroading, vowed to put the train into Canton, Mississippi, 190 miles south, on-time. At the throttle of No.382, a fast Ten-Wheeler, Casey was "given the railroad" — all opposing traffic was ordered "in the hole" as the *Special* flew by, reaching speeds exceeding 100 m.p.h. When the train approached Vaughn, 13 miles north of Canton, it was only three minutes down.

Whatever the reason for the wreck, Casey passed the most important test: When it came to either jumping for his own safety or safe-guarding his passengers, his passengers came first. The rest is history. Sim Webb related the events to Canton roundhouse wiper Wallace Saunders, who penned the ballad that eventually found its way onto the vaudeville circuit and into our folklore.

100 years after the wreck, on the weekend of April 29-30, 2000, Casey's last run was celebrated at three historic sites. The first of these, the Casey Jones Village, is an old time Southern restaurant/museum/caboose motel complex that maintains The Historic Casey Jones Home and Railroad Museum for the city of Jackson, Tennessee. Here on exhibit is Casey's pocket watch recovered intact from the wreck. The second location, the Water Valley Railroad Museum, in Water Valley, Mississippi, houses the Casey Jones collection of biographer Bruce Gurner, the foremost authority on the engineer's life. Third is the Casey Jones Museum State Park, in the Vaughn depot about 85 miles north of Jackson, Mississippi (not Tennessee). Since the original station was demolished years ago, the state moved the IC's Pickins depot to the town in the 1970s and restored it as a museum. It houses, apparently, No.382's actual bell, which had been damaged in wreck.

On the evening of April 29th, a very moving dramatic portrayal of Casey's life was staged on the freight platform of the Vaughn depot by staff and volunteers of the Mississippi state parks system. The highlight of the weekend was a formal memorial celebration in front of Casey's home in Jackson, Tennessee, on April 30th. It was attended by Casey's descendants, including his granddaughter, Nancy Howse. The final event was the laying of flowers on Casey's grave at the Mount Calvary Cemetery in Jackson, Tennessee, by "Uncle Lou" Schuyler, Road Foreman of Engines of the Napa Valley Wine Train, who was celebrating his own 50 years of railroading. An elaborate headstone had been erected in 1947 by railfan greats Lucius Beebe and Charlie Clegg.

The ceremony was made possible by Clark Shaw, CEO of Casey Jones Village. It was broadcast on network television.

More special events are planned for the rest of the year, so call the various museums for updates. Closing the year's celebrations will be, it is hoped, a memorial passenger train sponsored by Casey Jones Village using rolling stock from the Tennessee Central Railroad Museum and with the blessings of Tennessee's governor. Now if they can only find a railroad that runs between Memphis and Vaughn and would be willing to participate . . . — *TOM SAVIO*

***A MEMORIAL WAS HELD** at Casey Jones' old home on April 30th (**top**). 50-year railroad veteran "Uncle Lou" Schuyler visits Casey's gravesite in Jackson, Tennessee (**above**).*

For updates on events contact: The Historic Casey Jones Home and Railroad Museum, 800/748-9588; Water Valley Casey Jones Railroad Museum, 662/473-3828; The Casey Jones Museum, 662/673-9864.

Videos

Reviews of new releases

Trains of the Elgin, Joliet & Eastern

Plets Express, P.O. Box 217, Altoona, WI 54720, 715/833-8899; 99 minutes, $35.95 plus $3.00 shipping. WI residents add 5.5% sales tax.

I had heard the name of this railroad for decades, once part of the family of railroads owned by U.S. Steel, but knew virtually nothing of it, nor had I seen many images of its operations. This contemporary tape, released in 1998, covers the 120 miles of main line as well as the various yards and facilities which circumnavigate Chicago, providing a vital, connecting link between various other railroads and the industries en route.

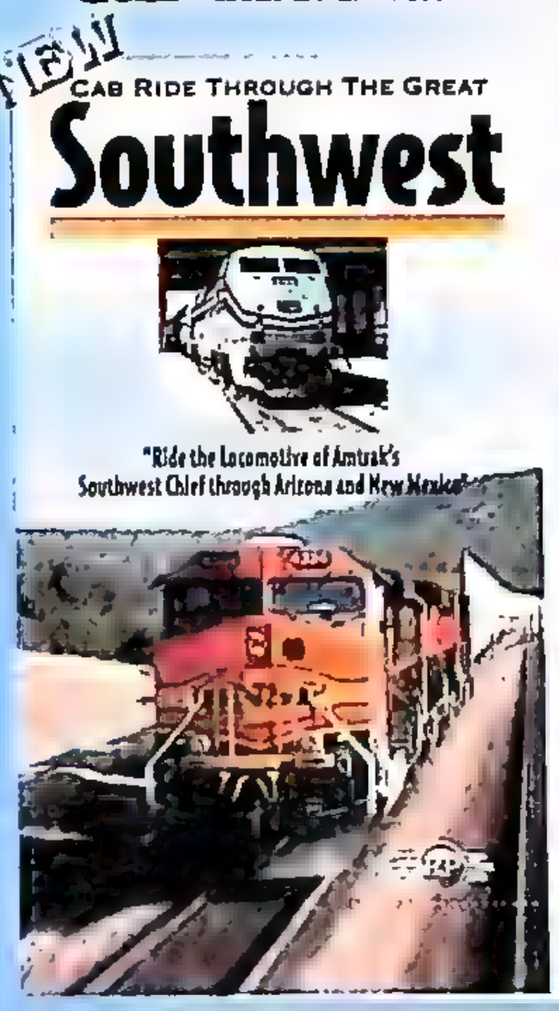
Starting at the Joliet yard, we see main line freights and unit trains powered by lash-ups of the "J's" solid orange SD's, along with ex-Missabe SDM's, running from Waukegan, Illinois, to Gary, Indiana. SW1200s in solid green or brown paint do the switching honors, while cabooses are used on the locals. There are traditional runbys, meets of EJ&E freights, views of the locals going to and fro serving their customers and a discussion of some of the EJ&E's unique coil steel cars. A nice series of shots covers a lift bridge — where a barge goes under — then EJ&E over and several BNSF hot shots under. Other locations include Plainfield, Eola, West Chicago, Spaulding, Barrington, Leithton, Rondout, Waukegan, Gary, Van Loon and so on.

Virtually all of this tape was shot in the traditional, ¾-wedge, runby style. For me, a unique and welcomed feature is good coverage of each of the old stations and towers en route, with companion images of each of the 16 railroads the "J" crosses. Some of these are the regionals such as the Iowa Interstate, others cover the full spectrum of current Class Ones.

Technically, the images and sound are fine, although sometimes the vagaries of video technology produce images of the "J's" solid orange diesels which virtually glow, much like broad expanses of red on live television gives a sometimes shimmering image. The narration is quite complete, and should satisfy even finicky viewers who want to know the history of each locomotive, and the histories of the line, towers and interchanges along the "J's" route, as well as the types of cargo hauled and details on the road's shippers and customers.

Enclosed here, as with all Plets tapes, is a map of the line, and a roster of the road's circa 1959-1979 EMD power. With its quite standard runby videography technique and editing, Plets' *Trains of the Elgin, Joliet & Eastern* give us a nice look at a railroad few of us have seen in any detail, with the numerous tower and diamond views serving as the icing on the cake. — *Tom Kelcec*

Cab Ride Through the Great Southwest



Enjoy a cab ride with the locomotive crew of Amtrak's fabled "Southwest Chief" as it travels over the former Santa Fe Railway. In this series of 5 tapes you will experience a rare daytime run from Kingman, Arizona, all the way to Albuquerque, New Mexico.

You're right up front on this busy mainline as we meet a parade of trains going the other direction. Hear the dispatcher and other crews on the radio. The view is mostly looking straight ahead. Very minimal narration. These programs were videotaped with professional broadcast equipment, and are in color, with ambient sound from inside the locomotive cab.

YOU'LL WANT TO GET ALL 5 TAPES IN THE SERIES

Tape #1- Kingman to Seligman, AZ. Heavy rain out of Kingman then clears up for a sunny day. 80-90 mph running. Approx. 90 minutes. Item #RP091 $19.95

Tape #2-Seligman to Canyon Diablo, AZ. One of the prettiest areas of the railroad. Includes area near Flagstaff, 90 mph running, meet several trains. Approx. 85 minutes. Item #RP092 $19.95

Tape #3- Canyon Diablo-Houck, AZ (near NM border). 90mph across the desert. Taped on different day. Looking into the sun until after Winslow. Approx. 90 minutes. Item #RP093 $19.95

Tape #4-Houck, AZ to Grants, New Mexico. See pretty New Mexico scenery, take Main One (north track) through N. Guam. More 80-90 mph running. Approx. 90 minutes. Item #RP094 $19.95

Tape #5-Grants to Albuquerque. Pass through Indian Reservations, see the junction at Dalles. More 90 mph running. Approx. 90 minutes. Item #RP095 $19.95

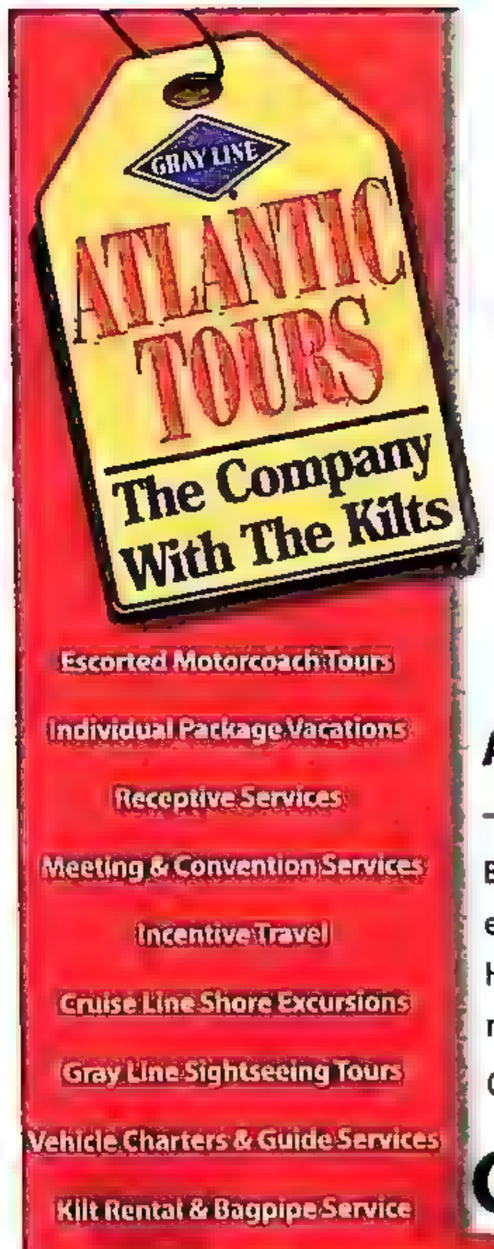
SPECIAL OFFER! Buy all 5 together for only $79.75. SAVE $20.00! Item #RP096

Also available: **Cab Ride Along the Santa Fe Trail.** On board S.W. Chief from La Junta, CO to Albuquerque, NM on 6 tapes. Lots of semaphores. Raton Pass. Glorieta Pass. Approx. 7 hours in length. Item #RP077 $99.75
Southern California Cab Ride. On board S.W. Chief from Needles to Los Angeles via Cajon Pass main #1 (North Track). Rare run completely in daylight. Some rain, but mostly sunny. Meet many trains. Over 6 hours in length. Item #RP085 $69.80.

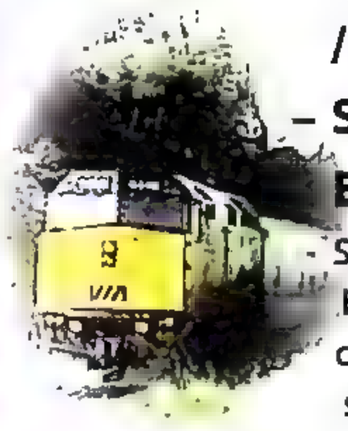
ORDER TOLL FREE (800) 248-9670

VISIT OUR BRAND NEW WEB SITE AT WWW.A-TRAINS.COM
"TAKE THE A-TRAIN" WE STOCK HUNDREDS OF ITEMS INCLUDING VIDEOS, BOOKS, SHIRTS, HATS, LANTERNS, AND RAILROAD WALL SIGNS!

INDIANA RESIDENTS ADD 5% SALES TAX. SHIPPING JUST $5.00
WE ACCEPT MC/VISA/AMEX/DISCOVER. MAKE CHECKS OR MONEY ORDER OUT TO:
RAILWAY PRODUCTIONS, 8081 S. MADISON AVE. #243, INDIANAPOLIS, IN 46227



See Nova Scotia By Rail



- Cape Breton's Bras d'Or Rail / Self Drive 5 Day Tour
- Scenic Rail and Cabot Trail Escorted 3 Day Tour

See Nova Scotia with a different view via the Bras d'Or Luxury Train. Whether you want to combine your rail with an escorted tour or a self drive, we can offer both.

Available May 9 - October 17, 2000

Atlantic Maritimes Rail Tour

– Tours From Toronto & Montreal –

Begin your 12 day tour at noon from Toronto, or early evening from Montreal, on VIA Rail's "Ocean." From Halifax, tour Nova Scotia and the maritimes by motorcoach then Rail back to Montreal or Toronto.

Offered between May 18 - October 5, 2000

Call For Our Free Brochure!

1-800-565-7173

1660 Hollis Street, Suite 211 Halifax, Nova Scotia, Canada, B3J 1V7 Tel: 902.423.6242 Fax: 902.423.5522
www.atlantictours.com e-mail: tours@atlantictours.com

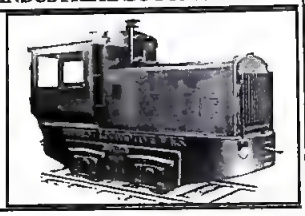
Atlantic Canada - We live it, We love it, We know it!

CRITTERS, DINKYS & CENTERCABS

"*THE* IDENTIFICATION GUIDE TO SMALL LOCOMOTIVES"

From the publisher of the COMPREHENSIVE GUIDE TO INDUSTRIAL LOCOMOTIVES

With 192 pages and 254 high quality photos this extensively researched guide covers over 3 dozen locomotive builders and includes 100's of detailed spotting features.



Over 250 high quality b & w photographs

PLYMOUTH – WHITCOMB – DAVENPORT
PORTER – VULCAN – MILWAUKEE
MIDWEST – AND MANY MORE

Rio Hondo Publishing Co. visit us on the web @ www.sonic.net/~jayreed

CRITTERS, DINKYS & CENTERCABS $27.95

COMPREHENSIVE GUIDE TO INDUSTRIAL LOCOMOTIVES, 2ND ED. $22.95

Add $2.50 shipping 2595 Hardies Ln. DEPT. T3, Santa Rosa, CA 95403

35 mm. DUPLICATE SLIDE SETS

OUTSTANDING PHOTOGRAPHY FROM THE COLLECTIONS OF

BILL PRICE ✦ JIM BUCKLEY ✦ JACK PFEIFER

Current offerings from the **Bill Price** collection include steam action on the Western Maryland, Baltimore and Ohio and the Norfolk and Western. A resident of Cumberland, MD, Bill started his color photography in 1946. Bill's sets include action on Sand Patch, coal trains on the grade to Blue Ridge Summit and much more. He also travelled to New England and Canada, and there is a set of Canadian National steam, as well as one of the Grand Trunk.

Jim Buckley, although he photographed quite a bit of steam, was primarily interested in interurbans and streetcars. Reflecting this interest, sets currently available include Chicago Surface Lines, Chicago Transit Authority, Cleveland Transit, Boston's MTA, Public Service of New Jersey, Montreal and Southern Counties, Atlantic City Transportation, and Waterloo, Cedar Falls and Northern. Steam sets include the Virginian Railway, Canadian National and Canadian Pacific.

Jack Pfeifer spent his entire career as a claims agent with the Union Pacific Railroad. His Union Pacific coverage, much of it taken in Nebraska, is primarily steam. From doubleheaders leaving Council Bluffs, 06-0 switchers working at Grand Island, 412-2's from one end of Nebraska to the other, Big Boys and Turbines on Sherman Hill, to the last of steam around Green River, Jack got it all. He also photographed cabooses and rolling stock, and sets of these are also available. There is even a set of Chicago and North Western steam, with several of their streamlined Hudsons on passenger trains.

In addition to the above listed sets, other railroads currently available are: Great Northern, Milwaukee Road, New York Central, Nickel Plate, Soo Line, Chicago, Burlington and Quincy, Seaboard Air Line, Denver Tramway, Santa Fe, Rock Island, Missouri Pacific, Burlington Northern, Northern Pacific, Boston and Maine, Clinchfield, New Haven, Chicago Great Western, Southern, Wabash, Western Pacific, Key System, Penn Central, Kansas City Southern, Gulf, Mobile and Ohio, Illinois Central, Erie-Lackawanna, Bamberger and Southern Pacific.

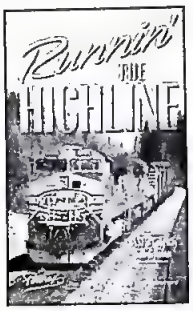
All sets are run in house, and only Kodak film and processing is used. Anyone receiving a set they do not like can return it for a full refund. Two lists are available at all times, with each one containing over 650 slides. The lists give consists, locations and dates for each slide in a set. A new list will be available every two months. All sets are available on a limited time basis. The cost and sizes of these sets range from ten slides ($10.00) to twenty ($20.00) and the largest at fifty slides ($46.00). Quantity discounts are also available.

To receive the two current lists, an introductory sheet and a sample slide, please send a stamped, self addressed envelope with fifty-five cents postage on it and we will get everything out to you right away. Anyone who orders will be added to our mailing list. With only a handful of major railroads left, this is your opportunity to add many long gone railroads to your collections at a reasonable price, bypassing drug store duplicates, overpriced original slides and picked over approval items. Our mailer packet explains everything in detail. Whether you are looking for steam, diesel or electric and trolley operations, or just a particular railroad, we have it. We are looking forward to hearing from you.

AL CHIONE, P.O. BOX 298, DURANGO, CO 81302

Runnin' the Highline

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800-950-9333; 107 minutes, $29.95 plus $4.00 shipping. CA residents add 8.25% sales tax.



In June 1999, I road this line behind the Daylight and hung out the baggage car door most of the time. That same summer, Pentrex shot this footage. Based on my recollections from the wonderful ride, this tape does a very credible job of presenting the major highlights of the railroad operations and beautiful scenery between Keddie Wye, California, and Klamath Falls, Oregon.

The tape flows very well, integrating — in sequential, geographical order — good and highly informational in-cab footage (we ride a BNSF Dash 9-44CW) from an entire northbound run with additional, on-the-ground footage. The lineside footage is of different trains than the one we ride, but the differences are inconsequential, with each train well identified in terms of power, symbol, loadings and origin/destination. The narration of the history, topography and operation of the line is also well done and not intrusive or flowery.

We start with lineside shots of several trains around famed Keddie Wye and the oft-overlooked now-BNSF line immediately north of there, which traverses some nice cliffs, tunnels and bridges. Moving north in the cab, we meet opposing traffic, bore through tunnels, engage numerous up- and downgrades (getting oriented from time to time via multiple on-screen maps and profiles) and, of course, see railroad and scenery that can be extremely inaccessible by anything other than the train. It is quite interesting to see how our engineer and conductor manage the train, working in and out of passing sidings with manually-thrown switches and along the curvy and varied profile.

Snippets of the history and local economy of most towns we pass through are presented as well. Views of the major physical features of Mount. Lassen, Mount Shasta, Lake Almanor, Pit River Canyon and other notable railroad photo spots along the line are covered, adding another dimension to the tape. There are many runbys, meets and good coverage of some of the better locations en-route, some of which are way, way off the beaten track. We end the trip in the BNSF's Klamath Falls yard at night, having witnessed extensive coverage of today's BNSF Gateway Subdivision operations.

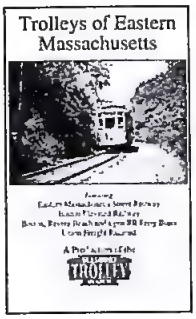
The technical quality of the tape is first rate, and the editing makes it flow very well. I noted no glitches in the presentation. The photo angles range from traditional runbys to scenic pans across lakes or other vistas. In-cab and on train footage is fine. There is generally enough variety in approach that one does not feel like images are repetitive.

This is a very good tape of a line very few of us have seen in any depth. It is well worth some vacation time in combination with enjoyment of the splendid high-

country scenery and the other diversions of the area, such as hiking, fishing and camping. — *TOM KELCEC*

Trolleys of Eastern Massachusetts

Seashore Trolley Museum, P.O. Drawer A, Kennebunkport, ME 04046-1690, 207/967-2712; 54 minutes, $24.95 plus $3.50 shipping.



In all the press coverage of the original George Bush's digs in Kennebunkport, Maine, I never recall seeing any shots of the New England Electric Railway Historical Society's Seashore Trolley Museum there.

That group is behind the production of this program, featuring the 1930s and 1940s trolley operations of the Eastern Massachusetts Street Railway lines in cities such as Haverhill, Lynn, Medford, Quincy and Brockton (the entire line went from New Hampshire to Rhode Island). A mix of city and rural scenes appear, showing the railway's Birney cars, semi-convertible cars and deluxe lightweight cars in action. The Boston Elevated Railway is covered a little as well, as are two ferry boat operations across Boston Harbor. The Union Freight railroad makes a cameo appearance. An advertising slogan on virtually all of the cars reminds us of decades of inflation: "20 cities, 51 towns — $1 all day."

The amateur 8mm and 16mm, largely black & white source footage, is quite well shot but, as you might expect with vintage films of this type, not all of the scenes are razor sharp. The shooter(s) employed a variety of overhead as well as street-level angles and locations and even include some "cab ride" footage, all showing the broad scope of Eastern Massachusetts Street Railway operations in such cities as Saugus, Lynn and Quincy, and along the more rural sections of the various lines. Summer operations are covered on the Howes Neck Line, and there are some interesting glimpses of winter operations shot in color.

The types and origins of the cars used on each line are well described, as are the routes, but in general the narration is infrequent with a somewhat repetitive musical background. As we watch the Boston Elevated, we learn why it was built, see the transfer of passengers from the elevated line to adjacent streetcars and watch the first PCC car on a training run near Roxbury. Note the rocking-beam steam engine employed on one of the ferry boats. A total surprise to me was seeing an enclosed (in a box) Climax locomotive doing the honors on the Union Freight Railroad, running under the Atlantic Avenue elevated. To end the tape, one of the cars we see in regular service decades ago is shown preserved and running at the Kennebunkport museum.

While I wouldn't call myself a trolley buff, I would declare this program quite worthwhile for fans interested in a detailed, well organized coverage of regular New England traction operations from over an eon ago. — *TOM KELCEC*

Books and Videos at Great Prices!

from McMillan Publications

Railfan Timetables

ALTAMONT PRESS RAILROAD TIMETABLES
Northwest Region No. 6 ..... $15.00

Computer Screen Savers

MCMILLAN PUBLICATIONS
Amtrak Collectors Edition $14.95
Santa Fe Railroad Collectors Edition $14.95

New Books

BOSTON MILLS
Magnetic North $30.95
One Track Mind $35.95
CEDCO PUBLISHING
The Railroad Artistry of Howard Fogg $39.50
COLORADO RAILROAD MUSEUM
Colorado Rail Annual No. 9 . . [reprint] $24.95
Colorado Rail Annual No. 24 ..... $39.95
Rio Grande Secret Places - Vol 2 ..... $39.95
FOUR WAYS WEST PUBLICATIONS
Kansas City Southern Pictorial $35.95
New England's Colorful Railroads - Vol 1 .... $35.95
Pennsylvania RR Color Pictorial - Vol 1 ..... $35.95
Pool Power West $35.95
Railroads of the Pine Tree State - Vol 1 ..... $35.95
SP's Historical Overland Route $35.95
FOX PUBLICATIONS
Powder River Coal & BN's Denver Subdivision $39.95
GOLDEN WEST BOOKS
Electric Rwys Around San Francisco Bay-V1 $19.95
GREAT NORTHERN PACIFIC PUBNS
BNSF 1999 Annual $34.95
HEIMBURGER HOUSE
Desert Railroading $38.95
HUNDMAN PUBLISHING
Milwaukee Electrics $39.95
INDIANA UNIVERSITY PRESS
Landmarks on the Iron Road $31.95
Yet There Isn't a Train I wouldn't Take $31.95
KALMBACH PUBLISHING COMPANY
Comp of Railroad Radio Frequencies-15th Ed $16.95
F Units: The Diesel that Did it $16.95
Hist Guide to North American Railroads-2nd Ed $25.95
Union Pacific Across Sherman Hill $16.95
McMILLAN PUBLICATIONS
Remembering Santa Fe/Olmsted $39.95
Route of the Warbonnets [reprint] $39.50
Wheat Lines and Super Freights $64.95
MORNING SUN BOOKS
ACL Color Guide Frt/Pass Equip $39.95
C&NW in Color - Vol 2 ..... $39.95
C&NW Official Color Photography $39.95
CN Color Guide Frt/Pass Eq-Vol 1 ..... $39.95
CB&Q in Color - Vol 3 ..... $39.95
Conrail Color Guide Frt/Pass Equip $39.95
Maine Central in Color - Vol 2 ..... $39.95
Milw Road Color Guide Frt/Pass Eq-V2 ..... $39.95
N&W Color Guide to Frt/Pass Equip $39.95
Streetcar Scenes of the 1950s $39.95
SP Official Color Photography -Vol 1 ..... $39.95
Trackside: B&O 1957-1958 ..... $39.95
Trackside: Boston . . . *(due August)* $39.95
Trackside: Boston & Maine $39.95
Trackside: Chicago $39.95
Trackside: Philadelphia $39.95
Trackside: Rio Grande $39.95
Trackside: St. Louis . . . . . *(due July)* $39.95
Trackside: Santa Fe $39.95
Trackside: Scranton $39.95
Trackside: Western Pacific $39.95
PAIRED RAIL RAILROAD PUBLICATIONS
Santa Fe Waycars . . *(due July)* $47.95
The Santa Fe Diesel - Vol 1 1935-1960 ..... $45.50
The Santa Fe Diesel - Vol 2 1960-1995 ..... $47.95
The Union Pacific Diesel-Vol 1 1935-1959 ... $47.95
THE RAILROAD PRESS
Chessie System Cumberland Action $32.95
RPC PUBLICATIONS
The Passenger Car Library - Vol 2 Budd NYC $31.95
SHADE TREE/CENTENNIAL
Southern Pacific Historical Diesels-Vol 6 T&NO $21.95
SIGNATURE PRESS
American Car and Foundry Company $54.95
Snowbound Streamliner $39.95
Southern Pacific's Coast Line Pictorial $52.95
Southern Pacific's Shasta Division $52.95
SPV RAILROAD ATLASES
New England and Canadian Maritimes $22.00
TLC PUBLISHING
Atlantic Coast Line Passenger Service $21.95
C&NW Passenger Service $21.75
CSX Diesel Locomotives in Color $31.95
L&N Passenger Trains $28.50
N&W Passenger Service $23.95
New Haven's Streamline Pass Fleet $23.95
New York Central Stations & Terminals $23.95
Rio Grande-Superpower RR of the Rockies ... $23.95
Seaboard Air Line Railway $25.95
T. LEE PUBLICATIONS
Rock Island Westward - Vol 2 ..... $49.95
WITHERS PUBLISHING
Contemporary Diesel Spotters Guide $19.50
Diesels of the UP - Vol 1 1934-1982 ..... $36.50
F-M: Erie Builts and H20-44s $19.95
Kansas City Southern in Deramus Era $39.50
Norfolk Southern Loco Directory 2000 ..... $14.95
Pennsy Electric Pictorial $31.50
Sherman Hill in the Diesel Era (UP) $39.50
Union Pacific Locomotive Directory 2000 ..... $16.95

New Videos

AMERICAN RAILROAD MEDIA
Tehachapi 2000 ..... $25.95
BIG E PRODUCTIONS
Powder River Basin South Entrance (2 tapes) . $39.95
Thunder on the Hi Line (BNSF) $29.95
Trains of Northern New England 2000 ..... $29.95
UP's Southern Idaho Main $31.95
C VISION
From the Twin Ports to the Twin Cities (BNSF) $19.95
CATENARY VIDEO PRODUCTIONS
North to the Yukon $23.95
CHARLES SMILEY PRESENTS
Soldier Summit Reflections $23.95
CLEAR BLOCK PRODUCTIONS
Marion's AC Tower, Vols 1 and 2 ..... call
The Grand Trunk Western - Vols 4 and 5 .... call
Wisconsin Central - Vol 1 and 2 ..... call
DONNER RAILS
Roseville to Truckee $19.95
Steam Over Donner $19.95
GREG SCHOLL VIDEO
DM&IR Yellowstones-Giants of Steam $16.95
Norfolk Southern's Peavine $23.95
GREEN FROG PRODUCTIONS
BNSF Cajon-Canyon Diablo-Flagstaff $23.95
Conrail Winter $23.95
Gateway to the Pacific (BNSF and UP) $23.95
Norfolk Southern - Vol 2 Tenn Division $23.95
Norfolk Southern - Vol 3 Deeper into Rathole $23.95
Rails Chicago-The Late 90's - Vols 1 & 2, ea $23.95
G. TRAIN VIDEO PRODUCTIONS (GTVP)
Complete Ontario Northland - Vol 1 ..... $31.95
Complete Ontario Northland - Vol 2 ..... $31.95
CP - Winnipeg to Sudbury $31.95
HERRON RAIL VIDEO
Pennsy's Racetack ..... call
HIGHBALL PRODUCTIONS
Canadian National's Yellowhead Route $23.95
CP's Mountain Sub and Rogers Pass $28.50
Change in the Tehachapis-BNSF's Mojave Sub $28.50
CSX on the Chicago Line - Albany to Buffalo .. $28.50
Highball Through the Heartland (BNSF) $28.50
Hot Spots 1 - Blue Island, IL $19.95
Hot Spots 2 - Berea, Ohio $16.95
Hot Spots 3 - Rosenberg, TX $19.95
Hot Spots 4 - Bellevue, OH $19.95
Mojave Magic-BNSF's Needles Sub $28.50
Union Pacific's Little Rock Sub $28.50
Union Pacific over Beaumont Hill $28.50
Winter in the Wasatch $28.50
Winter on the Wisconsin Central $19.50
MACHINES OF IRON
California 1999 Rail Adventure $19.95
Otto Perry's Santa Fe $19.95
Stockton Tower $19.95
MARK 1 VIDEO
Lackawanna Steam Series - Vols 1 and 2 ... call
PENTREX
Above 3751 Over Cajon $23.95
Above Southern California Rails $16.95
Best of the Midwest - Vols 1, 2 and 3, each .. $16.95
Black Diamonds Through the Dunes (BNSF) .. $23.95
Kansas City Southern-Across the Meridian Sub $23.95
Rails to the Twin Ports $23.95
Runnin' the Highline (BNSF) $23.95
Sacramento Steam '99 ..... $29.95
SP Film Archives-Vols 1 and 2, each $16.95
Streak of Orange . [Tropicana Juice Train] ... $17.95
Sunrise/Sunset - Vol 2 Rochelle, IL $16.95
Trains Along the Upper Mississippi-V1 & 2, ea $23.95
Special: both Upper Mississippi tapes $39.95
Working on the Railroad $23.95
Working on the Santa Fe $9.95
RAILWAY PRODUCTIONS
BNSF's Abo Canyon $23.95
Cab Ride Through Great Southwest-5 tape set $75.00
SUNDAY RIVER
North Coast Limited-Bozeman/Mississippi .... call
PLETS EXPRESS
DM&IR-Vol 1 High Nose Diesel Era $23.95
DM&IR-Vol 2 Low Nose Diesel Era $29.95
Wisconsin Central - Vol 1 Northern Lines $29.95
TRAINS MAGAZINE
On Location - UP's Moffat Line $22.95
WB VIDEO
Abo Canyon and the BNSF Railway $19.95
BNSF - A Time of Change $19.95

Postage & Handling

United States: $4.75 per order (no charge for US orders over $125 when shipped at one time to a single address.)
Canada and International: $6.00 for first item; $2.00 for each additional item when shipped to a single address.

Office hours: Mon-Sat 8 a.m. to 5 p.m.
Sun 1 p.m. to 5 p.m. Mountain Time

US and Canadian Credit Card Orders call
(800) 344-1106

Colorado Residents add 7.50% Sales Tax
US and Canadian customers call (303) 456-4564 or write for a free book and video list

www.McMillanPubns.com

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

Information: (303) 456-4564
Fax: (303) 456-2049
Email: FP45@AOL.com

COAL TRAIN
2102

Ride with T-1 2102 on a special coal train excursion through Pennsylvania coal country. Enjoy fantastic cab and lineside action in this 22 minute video.
$19.95
NY State Residents Add 8.25% Tax.
Add $3.25 Per Order Shipping
HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378
http:/www.hi-iron.com • send sase for catalog

Check out:
www.
carstens-publications
.com
Subscribe, order back issues and books, get in touch with us . . . all on-line.

WHEN THE RAILROADS WENT TO THE BEACH
by John Taibi and Bruce Tracy
The NYO&W and the Lehigh Valley in the development of Sylvan Beach, NY
236 pages
$49.95 + shipping**

SCENES ALONG THE RAILS VOLUME I: THE ANTHRACITE REGION OF PENNSYLVANIA
by John and Suzanne Hudson
Railroads during the 1900-1925 era. Captioned photographs, maps, and text.
PART 1➡ Scranton and the area north and east. Includes DL&W, NYO&W, D&H and 5 other lines. 116 pages
$25.00 + shipping**
PART 2➡ Wilkes-Barre north to Sayre. Includes LV, S&NY, W&NB and 5 other lines. 152 pages
$39.95 + shipping**

Send check or money order only to:
DEPOT SQUARE PUBLISHING
6683 Loveland Miamiville Road
Loveland, OH 45140-6953
513-677-7959 Fax: 513-677-5531
e-mail: depotsquarepub@fuse.net
Dealer inquiries are welcome!
** Shipping: 1st book $3.50. Add $1.50 for each additional book.
Please write for our newsletter!

Drury On Board

Commentary

by GEORGE H. DRURY

Dissecting a press release

AN AMTRAK NEWS RELEASE picked up last year by the Illinois Association of Railroad Passengers discussed a new customer service initiative "that will culminate later this year in a guarantee of world-class service to every customer on every train." Okay, now, what's "world-class service"? How does it compare with nation-class service or state-class service or even Milwaukee-Chicago-class service, which consists mostly of asking passengers to have their tickets out of the envelope and ready for the conductor to pick up?

The news release went on to talk about treating customers as guests, then about personalized travel, then promised that by the end of the year, if you weren't treated right — well, if Amtrak didn't meet the guarantee — you'd be given more Amtrak travel: "Customers will be entitled to a refund voucher for future travel." (Is that a refund or is that a voucher for future travel?) That's what the airlines do: If you write to an airline saying that you'll never set foot on one of their airplanes again, the airline is likely to send you a voucher good for some dollars off on your next trip on that airline. There may be logic in it somewhere.

Amtrak's news release continued: "An initiative called 'Right and Ready' will ensure each train is properly staffed with trained personnel and properly provided with consistent amenities, including enhanced food service options and improved on-board conveniences. The initial phase is underway [sic] on four products: the *California Zephyr* (Chicago-Emeryville), the *Crescent* (New York-New Orleans), the *San Diegans* (San Diego-Los Angeles-Santa Barbara-San Luis Obispo) and the *Northeast Direct* (Washington-New York segment only)."

Let's take these one by one. You mean we've had untrained personnel all these years? I'm sure the pun was inadvertent. Has it really taken Amtrak since 1971 to decide its personnel should be trained to do their jobs? Is this really something new, or is this just words? What are enhanced food service options? A wider choice of items? Something beyond take-out snack counters? At-your-seat service rendered by the conductor and the brakeman, like you get on German and Austrian trains? (Yes, they really do. They stop at your seat, ask what you'd like from the restaurant car — there's a menu and price list in the seat pocket or on the table — and go get it and bring it to you. Cheerfully.)

Can you imagine that happening here? Neither can I. To begin with, the waiters' union and the conductors' union would both protest, and the conductor would demand an extra two hours' pay per cup of coffee. Or do enhanced food service options consist of nothing more than a couple of olives and a pickle slice garnishing the chicken-salad?

However, if "enhanced food service options" means menu specialties like the Mexican-influenced omelet for breakfast on the *Texas Eagle* and the *Southwest Chief*'s luncheon salad with grilled chicken breast named for the station caretaker at La Plata, Missouri, then I'll forgive the press-agent language and hope those items are on the menus next time I ride — they might even be the reason for the next ride.

Whatever enhanced food service options are, it would be nice to have one or two of them on the Milwaukee-Chicago trains. There may be hope for that. While in the Milwaukee station last summer, I saw a notice announcing experimental complimentary coffee service on two morning trains, after which a survey would be made to determine the passengers' reaction, etc., etc., etc. Why a survey? Why not just see how much coffee is left in the urn when you get to Chicago?

Now about those improved on-board conveniences. What do they have in mind? What we call "facilities" the British call "conveniences," and they get a good laugh when an American asks, "May I meet with you at your convenience?" Amcoaches and Horizon fleet coaches have two conveniences, one on each side of the aisle at the end of the car. Superliners have as many as five conveniences on the lower level; deluxe bedrooms have their own personalized conveniences. Superliner sleeping cars have an upper-level convenience. It is truly convenient in the middle of the night. If they need ideas for improvement, I suggest two: a little more room, so you can bend over and pull up your pants, and a dry place for the toilet paper.

The Chicago-Emeryville *California Zephyr*? Emeryville? I confess I'm of two minds about Emeryville. The mind that used to live in San Francisco insists on truth in advertising. The train indeed terminates in Emeryville, not in San Francisco. Buses (wait — they're *Thruway Motorcoaches*) take passengers from Emeryville, at the east end of the San Francisco-Oakland Bay Bridge, to San Francisco. The other mind asks what kind of advertising it is to say a train goes to Emeryville? Has anyone living east of Berkeley ever heard of the place? Amtrak could at least say "Chicago-Oakland," even if that meant running the train a few more miles to the Jack London Square station, then backing it into the West Oakland coach yard (you know, it might make sense to run it all the way to San Jose). Back in olden times — I'm looking at a September 1951 *Official Guide* — most railroads didn't hesitate to say "San Francisco" when they really meant "Oakland Pier." Actually, the Oakland Pier station was closer to San Francisco than it was to downtown Oakland. The Santa Fe equivocated. It said the *Golden Gate* streamliners operated between Bakersfield and San Francisco, but its lesser trains up and down the San Joaquin Valley operated to and from Oakland.

Did you notice what the *California Zephyr*, the *Crescent*, the *San Diegans* and the *Northeast Direct* really are? They're not trains, they're products. You'd better put the press release down, grab your Nikons and Canons and Speed Graphics, and go out and shoot those products.

Camera Bag

Your guide to railfan photography

by JIM BOYD

Images for the Internet

IN THE JULY COLUMN we talked about the most common image formats used on the Internet — JPEG and GIF — and the scanners used to create them. Now let's get a little more specific on how to use them.

Railfans tend to be fixated on sharpness and color accuracy, and the "emulsion snobs" will be forever comparing everything to Kodachrome 25. Images used on the Internet can be made exquisitely sharp and color corrected by using any of a number of excellent image manipulation programs like Adobe Photoshop. But the price for this quality is in the size in megabytes of the resulting file. The scanned images used in this magazine at 300 pixels per inch would greatly exceed the capacity of most home computers, and their download times would be prohibitive.

The secret to Internet images is the balance between quality and file size. The standard screen resolution is 72 pixels per inch, and Thou Shalt Not Get Any Sharper. This applies to images viewed on your screen, such as on a website. You can make your images of much finer quality for other output devices like printers, but the screen will always render the image at 72ppi (okay, some of the newer monitors will resolve to 120ppi, but for Internet use, the 72ppi is the standard and will be for the foreseeable future). If you scan a photo at 72ppi and size it at 4"×6", it will appear on the screen as a 4"×6" image.

If you think, "Well, I'll make mine twice as sharp by scanning it at 150ppi," the resulting image — with a *much* larger file size — will display on the screen as an 8"×12" image at 72ppi. All you will get is a bigger image and an unmanageable file size rendered at that same old 72ppi, and that image is bigger than a typical screen size. My monitor is set for 832×624 pixels, so any image wider than 832 pixels will be bigger than the screen can display and will have to be scrolled side-to-side to be viewed completely. (My 17-inch monitor can be set to 1024×768 pixel resolution, but I prefer the image size rendered by the 832×624 setting.)

As a sample of image size, I scanned a 35mm slide on my Polaroid SprintScan 35/LE at a 400% initial enlargement (which, because of the scanner software, read out as 395.8% but was 375% by actual measurement) and 192 pixels per inch. When this scanned image was imported into Adobe PhotoDeluxe, the image was 5.4"×4.2" or 1045×799 pixels. The file size was 2.4 megabytes (a megabyte is 1,000,000 bytes and 1024 kilobytes). I used the 192 ppi because it was one of the default settings on the scanner and would gather a large file of pure data for the manipulation program (Adobe PhotoDeluxe) to work with.

In PhotoDeluxe, I resized the photo to six inches wide, which resulted in a 3.9-inch high image which boosted the file size to 2.51 megabytes. Changing only the resolution size to 72ppi, the file size dropped to 361 kilobytes (or 2,510,000 bytes to roughly 361,000 bytes). That's a big reduction in file size! I then converted it from the 361K Photoshop 3.0 format used by PhotoDeluxe to JPEG, which compressed the image to 78K, which is not a bad size for Internet use. That image would read out as a roughly 6"×4" image displayed on the screen. It's generally good to scan at a higher resolution than the desired final image and the reduce the size and sharpness to its final result. I prefer to work in inches when resizing, though most programs will permit you to define images in inches, metric or pixel size.

In PhotoDeluxe, I resize first and then go to work to "modify" the image by adjusting the brightness/contrast and color balance. As you increase the brightness, you will notice that the contrast drops, so the two need to be worked together to give a good final result. The fun part of this is that you can see the results as you go, and you can keep adjusting until you get what you like. The same goes for color balance. Once I get the image where I like it, I hit the "sharpen" icon to tighten up the final image. In PhotoDeluxe are also numerous tools to retouch and adjust the photos that you can experiment with as you get more comfortable with the technology.

In preparing images for the Internet or a website, there is absolutely no need to show the entire 35mm proportion of the slide on the screen. Most photos look better with a bit of cropping, and part of the PhotoDeluxe program is a cropping tool, so that you can crop the image to a pleasing proportion and then resize it to your desired end image size. This cropping will further reduce the file size and speed up the download. On my website, I like an image from about 25K to 55K in final JPEG form for a speedy download.

I had one pain in the neck who used to send me unsolicited photos that were about 8"×10" in screen size and took about 10 minutes to download. That is simply a selfish ego trip and very poor Internet etiquette — some people have e-mail programs that automatically download and store attachments, and these things can become a royal nuisance. It got to the point that I would simply never even bother to look at his pictures, because they took too long to download and took up too much hard drive memory space when downloaded.

And keep one other thing in mind about download times. Judge the image only by the *first* time you download it. Your computer will "cache" an image, storing it in the memory, and the next few times you pull up the image it will recognize the cached image and pop it up quickly. Don't let that fool you. Anyone who opens that image for the first time, like opening a website, will have to endure the full download time. And if you put six big images on one website page, you could bog down your viewer's computer to a near standstill. You will very quickly lose your audience.

Next month we'll venture into the wonderful world of creating your own website.

Quality Railbooks Since 1976

NEW!!!

"Colorful Memories of Reading's Shamokin Division" by Gerard Bernet.....$19.95

This is the 2nd book featuring the photo work of Bruce & Arch Kantner. (Anthracite Country Color) 48 pgs. all-color

Diamondbugs: The story of rail motor cars on the Erie Railroad

by Jack Grasso.....14.95

64 pgs. 82 B&W photos w/maps, diagrams

All color books (48 pages each)

Now 3 titles....by Gerard Bernet

Anthracite Country Color.....$19.95

. 48 page color pictorial of RDG, CNJ, PRR & LV

A Colorful Look At: The Chicago North Western.....$19.95

80 photos show the CNW in the last 30 years

A Colorful Look At: Conrail's SD-40 and SD40-2's.....$19.95

66 views of both action and roster shots.

PTC Rails...by Kramer & James.....$21.95

104 pages with over 200 B&W photos and illus.

An in depth look at Phila. trolleys before SEPTA

The Hard Coal Carriers: by Gerard Bernet

Vol. 1 - "First Generation Geeps".....$19.95

80 page with 11 color and 119 B&W photosof GP7, 9 & 18's of EL, Erie, DLW, CNJ, LV and RDG.

Vol. 2 - "Camelback Twilight".....$19.95

96 page 130 B&W photos on Jersey Central passenger camelbacks.

Change At Ozone Park.....$18.95

Pennsy K-4's Remembered.....$ 6.95

The Handsomest Trains In The World.....$15.95

The Morristown & Erie Railway.....$ 8.95

Lehigh Valley Railroad Passenger Cars.....$13.95

26 Miles To Jersey City.....$ 8.95

Railroad Stations Of New England Today

V-1 Boston & Maine.....M. Beauregard.....$ 7.95

Rock-A-Bye-Baby....T. Taber.....$ 11.95

NJ's Rockaway Valley Railroad

BELLS & WHISTLES Publ. (by Fred Kramer)

Anything But Steam.....$10.00

Birney Car Panorama..... 8.95

Fairmount Park Transit.....(Phila.)..... 6.95

PHOTOGRAPHS.....$ 3.00 each

Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. Catalog also lists books & videos of other publishers and misc. railroadiana.....$1.00 (free w/order)

ORDERING INFO: Orders under $25.00 add $2.00 P&H. NJ residents add 6% sales tax. Foriegn orders (Check must be drawn on U.S. bank & in U.S. funds) add 10% for shipping (minimum $5.00) allow up to 4 weeks for delivery. Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

Amtrak

CALIFORNIA COMMITS: California Governor Gray Davis recently unveiled a $5.2 billion dollar transportation budget — with more than half of the funds directed toward rail projects aimed at easing traffic congestion in his state. Among the passenger rail highlights are $100 million for triple-tracking the Metrolink/Amtrak line between East Los Angeles and Fullerton to reduce delays and freight train conflicts; $95 million for double-tracking on the *San Diegan* (*Pacific Surfliner*) route south of Fullerton; $30 million for additional Amtrak service on the Los Angeles-San Diego corridor, with added service north to Santa Barbara and San Luis Obispo; $25 million for track improvements and additional service on the San Jose-Oakland-Sacramento *Capitols* corridor; $50 million for track and signal improvements on the *San Joaquin* corridor between Oakland and Bakersfield and $5 million for a detailed study on high-speed rail service between San Francisco and Los Angeles. BART and CalTrain in the Bay Area would also receive funds for expansion and improvement, as would Los Angeles light rail/subway projects. Another large chunk, $245 million, is earmarked for both freight and passenger improvements in the "Alameda East" corridor, providing grade separations to improve train flow and expedite freight traffic from the numerous yards east of Los Angeles across the San Gabriel Valley. Davis says the programs will get his traffic-clogged state "moving again," with money coming from a combination of state budget surpluses and proposed bond issues.

BNSF

KINGDOME IMPLOSION: On March 26, 2000, at 8:32 a.m., Seattle's Kingdome sports arena was imploded to make way for a new football/soccer stadium, resulting in the closing of BNSF's Seattle Subdivision main line for the duration of the blasts. The closure impacted both BNSF freights and Amtrak's passenger trains, which use King Street Station adjacent to the demolition site. On the morning of March 26th, before the closure, Amtrak protected its schedules by deadheading the equipment for the southbound *Coast Starlight* and *Cascades* Talgo train Nos.751 and 760 to their first station stops. Passengers were bussed from Seattle to these stations in order to connect with their trains. BNSF held freights during the closing.

After the implosion, track inspectors, signal maintainers and maintenance of way crews inspected the track for any damage inflicted by flying concrete, and cleaned up some of the dust and debris. Winds exiting the dome when the roof collapsed were estimated at 100 miles per hour, resulting in the surrounding area being covered in a gray concrete dust reminiscent of the volcanic ash from the Mount St. Helens eruptions in the 1980s. At 9:52 a.m., BNSF's Seattle Terminal dispatcher got his railroad back. The first train through the area was the deadheading equipment from Amtrak's westbound *Empire Builder*, train No.7, which had detrained its passengers and on-board services employees at Edmonds, Washington, and bussed them in to Seattle due to the track closure. Shortly after, BNSF freight S-CHCTAC rolled past the site (see **page 27**), followed by a light power move as things returned to normal. For the moment, the demolition of the Kingdome has opened a whole new view for photographers in Seattle, but construction of the new stadium is scheduled to begin shortly, with completion planned in time for the opening of the National Football League's Seattle Seahawks 2002 season. — *KEN LIESSE*

Norfolk Southern

NS HONORS HISTORY: Norfolk Southern's company Exhibit Car will visit 16 cities in ten states across the system this year, including some areas in former Conrail territory. The Exhibit Car is a rebuilt former Pullman sleeping car (dating back to the 1930s) featuring displays depicting both the history and modern operations of Norfolk Southern and its predecessors. Some 1.5 million people in more than 300 cities have viewed the museum on wheels since it began touring the Southern Railway system in 1971. Currently painted in Tuscan red with gold lettering, in 1999 the Exhibit Car was rebuilt and remodeled for the third time in its three decades of public relations work. The car began its 2000 tour in Atlanta, Georgia, for the opening of the Southeastern Railway Museum. Other appearances set for the summer and fall include: July 19th-22nd, Huntsville, Alabama; July 29th, Atlanta, Georgia; August 5th, Lynchburg, Virginia; August 11th-13th, Bethlehem, Pennsylvania; September 2nd-4th, Steamtown National Historic Site, Scranton, Pennsylvania; September 16th, Williamson, West Virginia; September 30th, Railroad Museum of Pennsylvania, Strasburg, Pennsylvania; October 14th-15th, Appomattox, Virginia, and October 20th-22nd, the North Carolina Transportation Museum at Spencer.

Union Pacific

MORE POWDER RIVER CAPACITY: Union Pacific is spending nearly $60 million this year on its line between South Morrill, Nebraska, and Shawnee, Wyoming, to construct a second main track that will increase capacity on its Powder River Basin coal route. A total of 37 miles of second main line track will be constructed between Horse Creek and Henry, Nebraska; three locations between the Nebraska border and five miles east of Lusk, Wyoming, and between Lusk and Manville, Wyoming. The projects are scheduled to be completed by February 2001. Construction will include 24 bridges to be built at various locations along the 106-mile corridor and a six-track yard expansion at South Morrill.

COMMUTER RAIL

NJ Transit

LIGHT RAIL RUNNING: On April 15, 2000, NJ Transit opened the first segment of the Hudson-Bergen Light Rail Line, operating between Bayonne and Exchange Place in Jersey City. Twelve stations between the two cities (including a branch to West Side Avenue in Jersey City) are served on this 7.5-mile "starter" line, using a fleet of 29 low-floor, articulated light rail vehicles. The next phase will see the line extended northward to an additional PATH connection at Newport (scheduled for later this year), then onward to Hoboken in 2002. Ultimately, NJ Transit plans to extend the line to a park-and-ride lot along the New Jersey Turnpike in Bergen. The other light rail line, the Newark City Subway, should see continued use of PCC streetcars until the autumn.

Meanwhile, a ground-breaking ceremony was held on May 8th for NJT's other light rail project, the Southern Jersey Light Rail Line linking Camden and Trenton. When completed in 2002, the 34-mile route will serve 20 stations between the Waterfront Entertainment Centre in Camden and the Amtrak/NJ Transit station in Trenton. The light rail system will share trackage with a Norfolk Southern (former Conrail) freight line now owned by NJT. Several months ago, the Federal Railroad Administration approved a waiver allowing the shared trackage plan, with freights operating overnight and light rail trains by day.

MUSEUMS

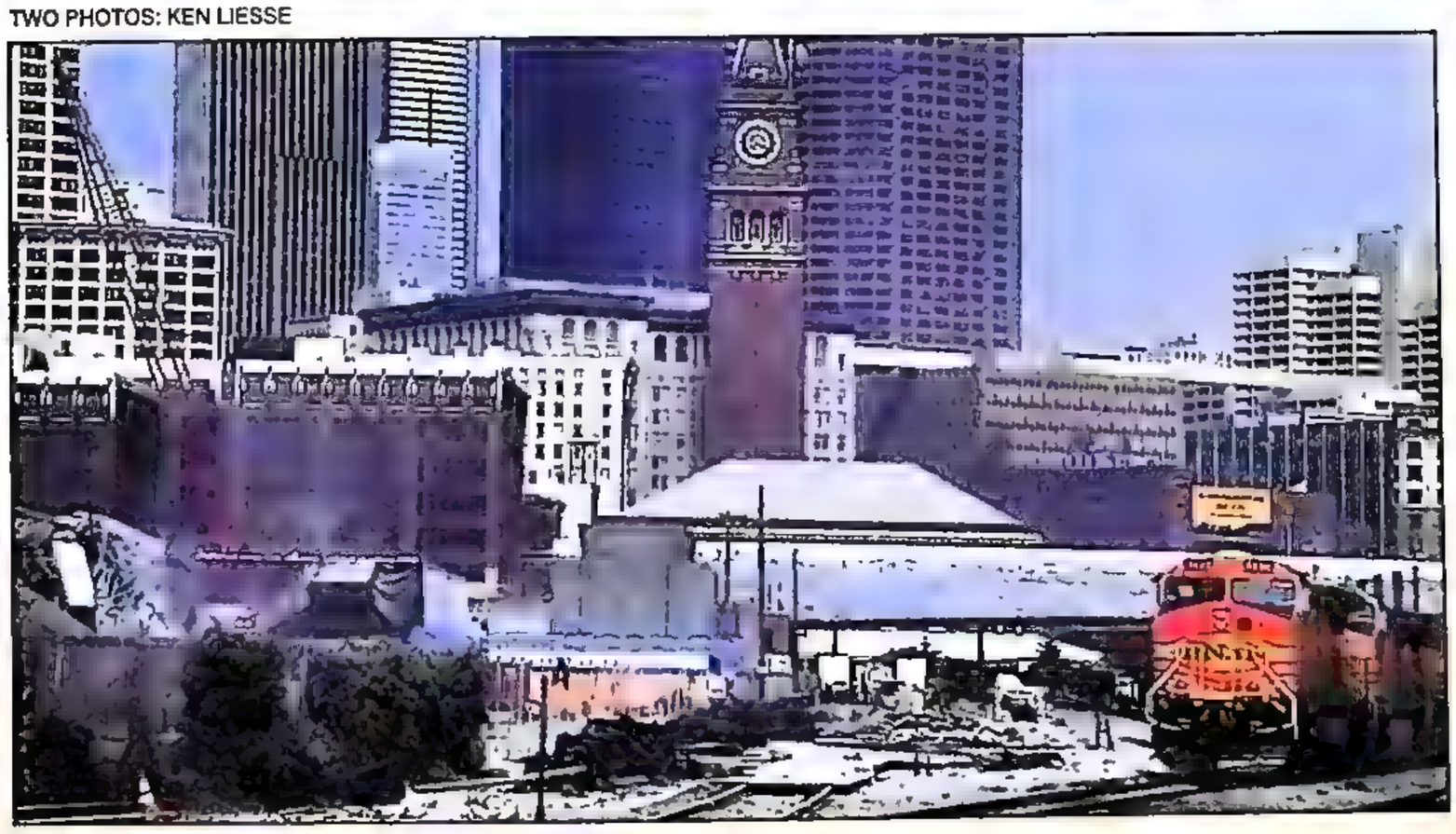
Great Circus Train

FAMED TRAIN SET TO ROLL: The Circus World Museum in Baraboo, Wisconsin, is gearing up to run its famed *Great Circus Train* once again. The train, an annual tradition since 1985, runs from the museum grounds to Milwaukee, Wisconsin, for that city's Great Circus Parade. The 33-car train will load at the Circus World Museum on Friday, July 7, 2000. In what has become a popular public display, the museum's 75 antique circus wagons are loaded onto flat cars using "traditional circus methods and authentic horsepower." On July 8th, the train will leave the museum for the 382-mile, three-day journey to Milwaukee using the rails of Wisconsin & Southern and Wisconsin Central. The train will make display stops during its run at Madison, Milton, Whitewater, Fond du Lac, Oshkosh, Green Bay, Waukesha and Appleton during its trip. After arriving in Milwaukee on July 10th, the circus equipment goes on display at Veterans Park along Lake Michigan until the July 16th parade.

Railnews

This month's top stories and photos

TWO PHOTOS: KEN LIESSE



Kingdome Comes Down

Seattle's downtown skyline changed dramatically on March 26, 2000, when the Kingdome sports arena was imploded to make way for a new football stadium. The implosion impacted rail traffic on BNSF's Seattle Subdivision, including Amtrak trains using the adjacent King Street Station. (See story **page 26** for more.) On March 24, 2000, two days before the implosion, Amtrak's *Coast Starlight* departs King Street and passes the doomed Kingdome behind P42 No.120 (**above**). One hour after the March 26th demolition, BNSF Dash9-44CW No.4630 eases train S-CHCTAC past the former Kingdome site (**left**).

TWO PHOTOS: BOB GALLEGOS

Lake Country Limited Debuts

P32 No.505 had the honors of hauling the first revenue run of the new Chicago-Janesville (Wisconsin) *Lake Country Limited* on April 15, 2000. The train pauses at Walworth, Wisconsin, which is slated to become a passenger stop serving Lake Geneva resorts (**right**). The "insta-station" on Janesville's southeast side consists of an asphalt slab, parking field and portable lighting (**above**).

JOE KRAJNIAK

LaGrange Farewell

Demolition of the former General Motors Electro-Motive Division plant in LaGrange, Illinois, was well underway on March 24, 2000. The east wall of the construction bay was one of the few remaining elements (along with the administration building, out of view on the right) of the famed locomotive-building plant. The entire process was scheduled for completion by late April. GM is saving one load of bricks from the historic structure, and may make them available for sale. The locomotive plant in London, Ontario, continues to turn out GM products.

PIERRE OZORAK

Viva La Kool-Aid

The growing trend toward plastering transportation vehicles (along with everything else that moves, or doesn't) with advertising slogans and graphics is not unique to the United States. Witness VIA Rail Canada F40 No.6432, raising a little extra revenue by sporting ads for Kool-Aid drink mixes. No.6432 is on the point of Train No.670 for Toronto, pausing to pick up passengers at London, Ontario, on April 16, 2000.

ED JOHNSON

The New TP&W

New owner RailAmerica is making its presence known on the Toledo, Peoria & Western with GP40 No.4020, the first RailAmerica-painted unit marked for TP&W. No.4020 leads Peoria-Galesburg, Illinois, train ILL814 just east of Edwards, Illinois, on BNSF trackage on March 11, 2000. RailAmerica has made a number of locomotive changes on the TP&W since its September acquisition of the line, moving most of the well-worn GP20s to local service in favor of GP38s and '40s for road jobs.

Hudson Headed for Display

After nearly 20 years in storage in Pennsylvania, former Canadian Pacific Royal Hudson 4-6-4 No.2839 is heading for a new home at the Nethercutt Collection of Cars in Sylmar, California, where it will be cleaned up for display. The 2839 was saved by CP in 1969 for a museum in Ontario that never materialized. Later, under private ownership, it was leased by Southern Railway for its steam program and served in the 1980 film, *Coal Miner's Daughter*. The 4-6-4 was in transit through Allentown, Pennsylvania, on April 18, 2000.

KERMIT E. GEARY JR.

JIM SHAUGHNESSY

A MAC in Vermont

Talk about big power on a small railroad — an SD9043MAC is on lease to Vermont Rail System's Green Mountain Railway for a 60-day trial period. VRS is experimenting with the '90MAC to see if its distributed weight and steerable trucks will work on the old Rutland 90-pound rail that makes up much of the line. If all goes well, an order for two may be tacked onto Union Pacific's current MAC order. Unit is seen leading the Bellows Falls-Rutland freight at Gassets, Vermont, on April 14, 2000.

ROBERT EINEKE

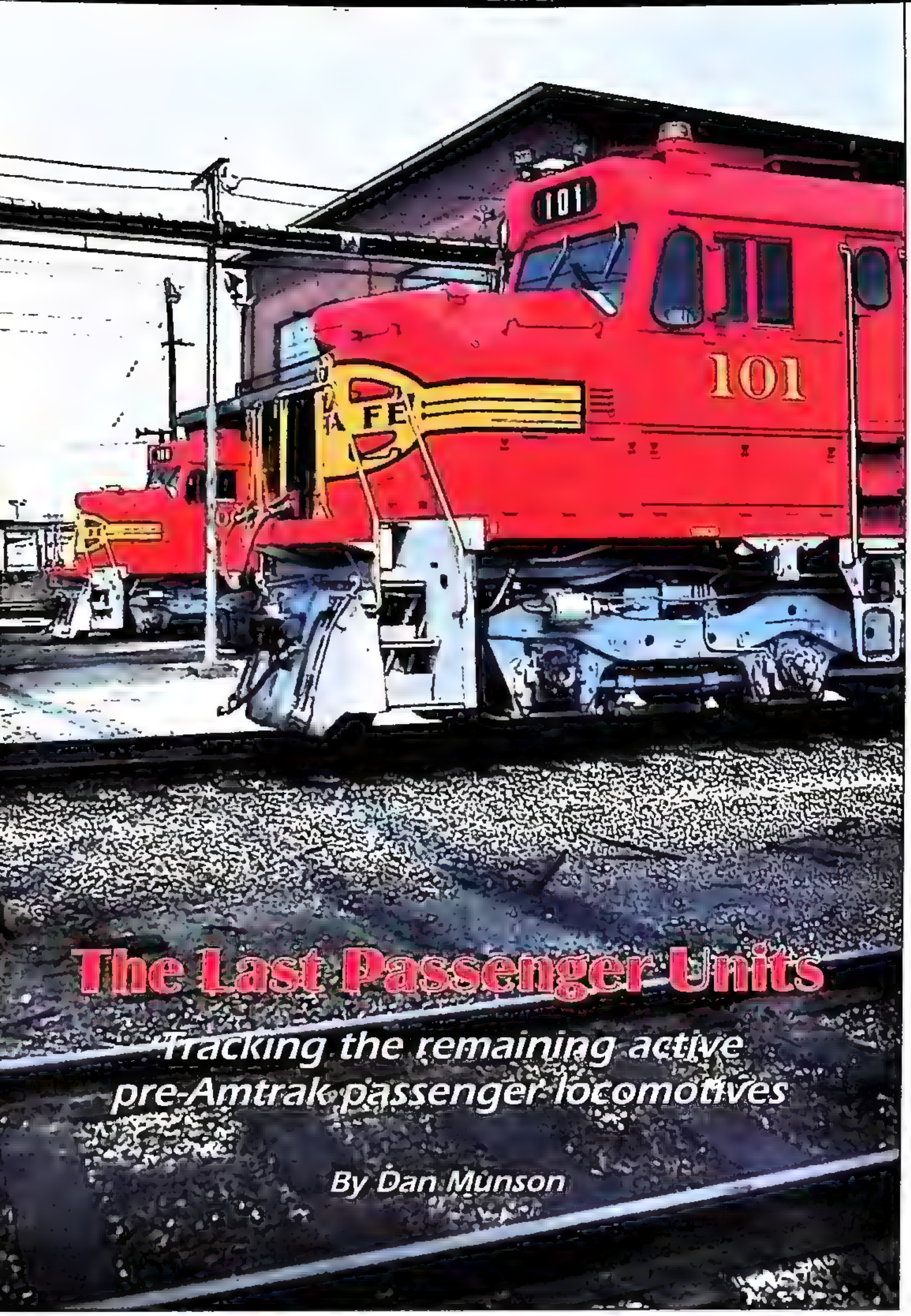
"Skunk" In Fresh Paint

Freshly repainted into Wisconsin & Southern colors is SD20 No.2052, a former Illinois Central unit (IC No.2008). W&S has five ex-IC SD20s on the roster; 2052 is the first in W&S paint. The others four units, numbered 2009, 2012, 2015 and 2016, remain in IC black and have been nicknamed "skunks" by crews. No.2052 is seen at the Janesville, Wisconsin, roundhouse on April 3, 2000.

STEVE BARRY

Indian Head Excursion

On March, 18, 2000, the Indian Head Central Railway ran its first excursion (for the Chesapeake Railway Association) over its newly-opened former Navy trackage between the Indian Head Naval Station and White Plains, Maryland. The trip, seen west of White Plains, was powered by ex-Cape Cod Railroad FP10 No.1114 (formerly used in Boston commuter service by MBTA, and originally a Gulf, Mobile & Ohio F3). Passengers were carried in former Long Island Rail Road parlor cars. Indian Head Central plans to offer regular tourist and dinner train service over the line.



PHOTOS BY THE AUTHOR EXCEPT AS NOTED

I WAS LUCKY ONE DAY AFTER WORK. I had just finished my daylight shift of shuffling freight cars in the bowl yard, and decided to pass by BNSF Argentine diesel shop in Kansas City, Kansas, on my way home. I was pleasantly surprised to find two Santa Fe FP45s, Nos.93 and 97, resting almost nose to nose on adjoining tracks. I took advantage of the strong springtime afternoon light, the good fortune of getting two of these dinosaurs together, and took several photos.

Seeing these two short timers together made me think just how many of "these types" of units are left. First, let me define "these types". What I mean is diesel/electric locomotives that were built before Amtrak, for passenger service, and are still in service on a Class One railroad today. This means Amtrak, BNSF, Canadian Pacific, CSX, Norfolk Southern, Kansas City Southern, Illinois Central/Canadian National and Union Pacific. This narrows the field pretty quick, but there are still a few. My project was going to require a little research.

BNSF, was fairly easy, or so I thought. I was standing in front of two of the then four FP45s (Santa Fe designated them SDFP45s after rebuilding in early 1980s) still on the roster at that time. Nine of these units were originally built as FP45s in December of 1967 for the Santa Fe Railway, and were placed into regular passenger service shortly after.

The large, powerful, 3600-horsepower units found regular work on the proud Santa Fe passenger fleet, fronting trains like the *El Capitan*, and the *Super Chief*. They were delivered numbered 100 through 108.

After Amtrak took over passenger service, these units were placed into freight service, were repainted into blue and yellow, and renumbered into the 5940 class. It is interesting to note that these big units were the inspiration for Amtrak's first new locomotives, the SDP40F. The 5944, formerly 104, was wrecked and retired in 1981. The remaining units were rebuilt in the early '80s by the San Berenardino shops, emerging as SDFP45s in the 5990 class.

In 1989, Santa Fe's then president, Mike Haverty, had the eight units painted back into red and silver (and original 100 class numbers) to promote Santa Fe's Super Fleet service. A few of the units were then renumbered back into the 5990 class, because of new GP60M deliveries (which were numbered in the 100s), before all were placed in the 90 class number series. The 96 was wrecked and retired in 1994. The engines remain in that paint scheme and number series today.

Of the eight, only one remains on BNSF's roster today, No.90. As of this writing, it is stored in Topeka. With wave after wave of new GE's polishing BNSF rails, this loco will be lucky to see service ever again, and will likely never see a coat of BNSF paint. We are lucky that most of these units have been spared the cutting torch and have gone to other railroads or to good homes at museums.

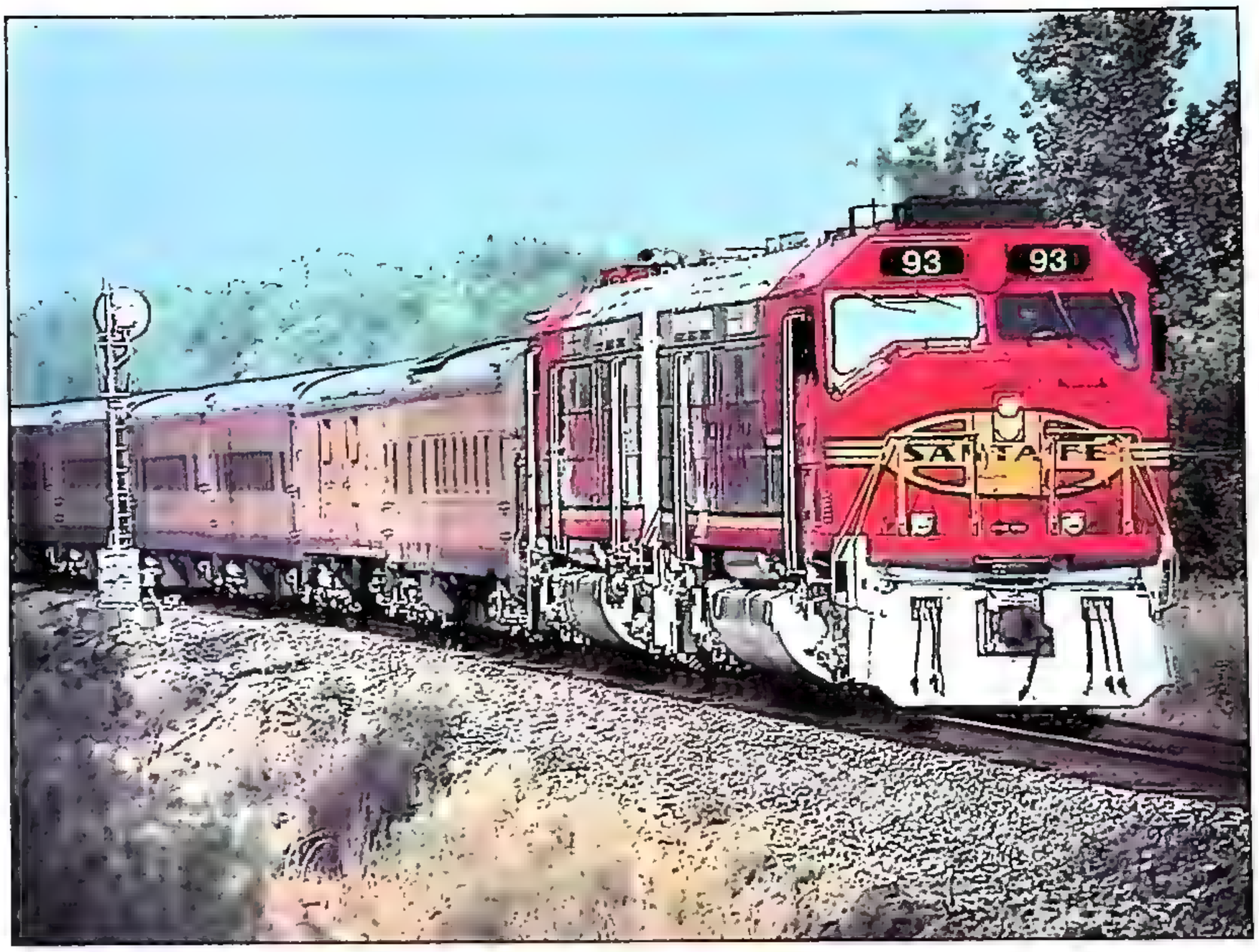
Much to the disappointment of photographers, injuries to crew members entering and exiting these units have forced safety rules that limited the opportunity for these old race horses to lead trains in their last years, at least on the former Santa Fe. This started with a General Order on the Santa Fe and was later made into an actual safety rule by BNSF.

Basically the units can only lead if no other units are available. While this rule is familiar to former Santa Fe employees, it is not on former BN lines or other roads that get BNSF run-through power, like the Gateway Western. That is how several cowl units showed up alone on a GWWR train traveling across Missouri in 1996.

I told my friend, Cinthia Priest, about my quest. She said, "Don't forget the passenger Geeps!" Passenger Geeps? She reminded me of the Santa Fe GP7s and '9s that were built for passenger service. Cindy told me that they were built for the

Santa Fe in the early 1950s and were later rebuilt at the company's shops in Cleburne, Texas, in the early to mid 1970s.

Of these 27, eight are still on the BNSF roster. Some of these units have been repainted, others just stenciled with the new BNSF numbers, and some are still untouched. ATSF GP7s 1311, 1328, 2108, and 2123 are now BNSF 3821, 3837, 1321 and 1330 respectively. ATSF GP9s 2252, 2282, 2286 and 2297 are BNSF 1641, 1669, 1672 and 1682 respectively. The ATSF 1300s/BNSF 3800s are working in slug-mother sets. It's ironic the Geeps, 15 years senior to the FP45s (ATSF SDFP45), will outlive their red-and-silver big brothers on the BNSF.



On the BN side of the BNSF, several former passenger units survive, the biggest being three former Great Northern SDP40s. Only 20 of the these units were built by EMD, six for the GN, Nos.320-325, in May of 1966 and the remainder for Mexico. The units were excellent for pulling trains such as the *Western Star* and the *Empire Builder* over GN's mountain grades in the Northwest. The locos became Burlington Northern's in the 1970 merger.

Like most of the other former passenger units, they had their steam generators removed and the void filled with additional ballast weight. The units are designated SD40s by the BNSF. Three of the six are retired and the remaining, in BN green paint, are stenciled to BNSF numbers 6325, 6326 and 6327. The units have been in and out of storage through 1999 and 2000 and they are close behind their FP45 brothers in life span.

The Burlington Route had several freight units equipped to protect passenger service. Only a few survive today. Three BN (ex-CB&Q) SD9s — Nos. 6135, 6142 and 6145 — were all built with steam generators and retained their former BN numbers on the BNSF roster. The life span looks especially good for one, BNSF 6135. The unit has been rebuilt at the Topeka shops with a chop nose, new electronics and a coat of BNSF paint. An equal number of former CB&Q GP9s survive (BN 1958, 1965 and 1970 to BNSF 1631, 1632 and 1633, respectively).

Probably the rarest and least know passenger equipped unit on the BNSF is BN 1977, ex-Spokane, Portland & Seattle No.152. Once part of a six-unit order built to protect passenger service on the SP&S, this GP9 is also the last SP&S unit on the BNSF roster (unless you count the GP38s ordered by SP&S, but delivered to BN). Renumbered to BNSF No.1634 it's presently in storage and listed for sale. Time is running out for these Geeps, and they may face the cutting torch rather than a new owner's rails.

Santa Fe SDFP45s Nos.100 and 101 show off their new/old red-and-silver paint at Corwith Yard diesel shop in Chicago, Illinois on August 13, 1989 (opposite). **SDFP45s No.93 and 96, in the prime days of their rebirth, head up a Topeka Railroad Days excursion train west of LeCompton, Kansas on August 31, 1991** (above). **Renumbered to make way for 100-series GP60s, SDFP45 No.95 and an SDF45 sister lead a Gateway Western train through Bowling Green, Missouri, on GWWR trackage during June 1996** (left).

CSX and NS could be written off quickly, at least until "Day One" of their takeover of Conrail. The last passenger units on the NS were former Norfolk & Western 500-class GP9s rebuilt with Cat engines in the 1980s and re-classified as TC-10s. The last of the

In January 1999, BNSF GP7 No.3821 waits at the foot of the Argentine hump in Kansas City, Kansas, until its afternoon switch crew comes on duty (top left). **The steam generator stack on BNSF GP7 No.1633 is clearly visible as the unit rests in the sunlight at the old west bowl of Argentine yard in Kansas City, during December 1998** (top right). **BN SD40 (SDP40) No.6397 leads train M-GALKCK into BNSF Argentine arrival yard in July 1998, shortly before the unit was re-numbered to BNSF 6325** (above). **Stored serviceable in January 2000, BN GP9 No.1977 rests in the dead line at Topeka, Kansas** (right).

four units, No.104, was retired from the roster in 1997. CSX's only remaining passenger unit was a former Clinchfield FP7, CSX No.418. While still technically on the roster, the unit has been in storage for quite a while and is unlikely to return.

Day One of the Conrail breakup changed NS and CSX's passenger unit status, with the two roads gained passenger units in the form of Conrail's "executive" E-units. The trio of E-units, 4020-4022, were Conrail's last remaining pre-Amtrak passenger units. The 4020 and 4021 began service on the Pennsylvania Railroad, while the 4022 is former Erie. With the breakup of Conrail, 4021 and 4022 went to CSX and the 4020 became part of NS. After the breakup, CSX said that they might use the E's for business train service, just as Conrail had. But instead, the railroad has leased two Amtrak F40PHs for such service, and a recent evaluation of the E-units showed cracks in the truck frames — which probably accounts for the company's recent announcement that the units will be officially retired. Conrail 4020's future on the NS isn't likely much better. Can you picture an E-unit in NS's black paint scheme?

Amtrak's last passenger units built before its birth are obvious — the six remaining FL9s, which used to protect Amtrak's Empire Service in and out of New York City along the former New York Central "Water Level Route." These units have been living on borrowed time for several years but, like a cat, seem to have nine lives. Their savior is that they are dual-powered, able to run off both third rail power or diesel. New dual-power units for Amtrak, in the form of General Electric P32-9ACDM's, have replaced the FL9s, save for the rare occasion when one of the older units is needed to pinch hit. Two of the six remain active in work train service and the rest are in storage.

Kansas City Southern's roster was once free of the older passenger units, but that changed in 1995 when they purchased four former VIA (ex-Canadian National) FPA9s for executive train service. The three A-units and one B-unit, purchased from Ohio Central and Bethel Locomotive shops, were rebuilt and repainted at Mid-America Car in Kansas City, Missouri, into a modified passenger paint scheme that matches their passenger cars. The units are used with the executive passenger cars around the KCS system.

Illinois Central's four ex-BN E9s are the obvious standouts on their roster. IC's Nos.100 and 101 (former BN 9901 and 9904, respectively) have been used for executive service, but have also earned their keep pulling freight. The other two E9s, Nos.103 and 104 (former BN 9903 and 9916), have been out shopped into primer paint, but never finished. These latter two have never been in service on the IC. The cloudy future for the E-units has improved as 102 was painted into Canadian National Railway passenger colors. It is hoped that

Conrail E8s 4020 and 4022 lead an Office Car Special past an eastbound freight on the former PRR at Cresson, Pennsylvania, on October 16, 1991 (above)**. Later that evening, the pair rest under the station shed at Pittsburgh, Pennsylvania, as an eastbound mail train roars by** (left)**.**

GEORGE FLETCHER

Rolling along the Hudson River near Cold Spring, New York, Amtrak FL9 No.489 leads train No.48, *The Lake Shore Limited* toward New York City on August 26, 1990 (right). **The dual-mode warriors have since been supplanted by new GE units. Kansas City Southern FPA9 KCS 1 heads south on a shake down run with the line's handsome business car fleet at Drexal, Missouri, on April 30, 1996** (below).

the Es will be around till IC's 150th birthday.

IC had 40 GP7s and '9s with steam generators used in passenger service. While most were geared for 70 miles an hour, three were geared for 83 m.p.h. The last of those three, No.8742, was retired in 1998, but two of the other passenger-equipped Geeps are still around, 8743 and 8746. Though greatly modified from their original appearance, they continue to work for their original owner.

If I wasn't looking for diesels only, I could include Union Pacific's 4-8-4 No.844 as still being in service, but I have to have some limits. Union Pacific's remaining passenger units include their three E9s. UP No.951 has been on the roster since it was delivered in 1955. Both the 949 and the B-unit, 963, started off on the UP and have gone full circle to return to the Armor yellow giant.

UP No.949 was sold to the CNW in 1972 where it became No.511, spending its years there hauling commuters in and out of Chicago. The E-unit was one of the few that the Regional Transportation Authority (RTA) kept in service after taking over C&NW commuter operations. The 511 was repurchased by the UP from Metra (RTA's current service name), in 1990. UP 963B had an even large trip to get back to its first owner. It went to Amtrak, then the Alaska Railroad, and then the Feather River Rail Society before being donated back to the UP.

North of the Border, several units remain. Canadian Pacific seems to have followed UP's lead, several years later, by repurchasing one of their original cab units and a pair of former Canadian Nationals. They have picked up FP7 No.1400, along with FP9 No.1401 and F9B No.1900 from the Nebkota. The first is the original CP unit, the latter two ex-CN. CPR plans to add another B-unit, from one of several being used in hump sets at Calgary. Only one of these was a former passenger unit, No.1018. This will allow two A-B sets to be used on business car moves and upcoming passenger trips.

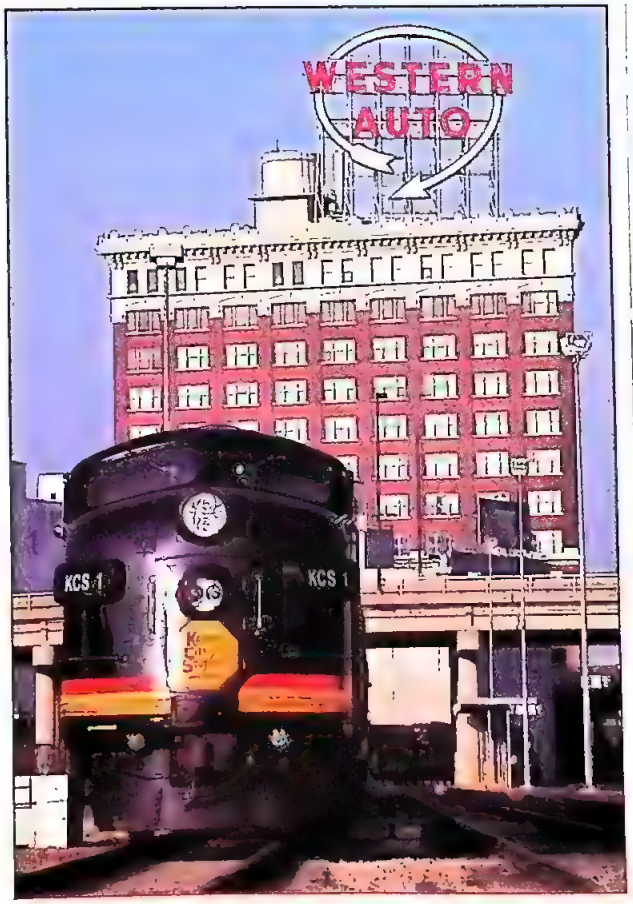
All but two of CPR's original 37 passenger GP9s are still in service around the system. Once having gear ratio for 89 m.p.h. and steam generators, the units have been rebuilt with chop noses.

CN has far fewer units remaining. CN had six GP9s that were built with passenger gearing and steam trainlines, not generators. The Geeps were used in passenger consists with steam generator cars. Of the six, one was retired, two were rebuilt to slugs, and three were rebuilt and are in service today. The most unusual units are the three GMD1s built with steam generators for branch line service. All three were rebuilt and continue to work for the original owner out of Edmonton, Alberta. These three, though, are certainly on short time.

Former GTW passenger GP9s continue to work for their owner after being rebuilt. Of the 33, there are 19 still on the roster, all based out of Battle Creek, Michigan. Several have been sold off to short lines.

Like the GTW units, any of these passenger-equipped locomotives will probably have a life beyond their original owners working on regional or short lines. And it's exciting to see several of these dinosaurs still doing what they were built for, pulling passenger cars — albeit executive passenger cars. It's just as exciting to see these units sorting freight cars in a new coat of paint for their original or merged owner.

I had to dig pretty deep to find out the heritage of some of the units. I'm confident that I identified most of the passenger units still left running on Class Ones, but I'm curious to see if you can find any I missed. I'll be waiting. ⊂



Union Pacific E9A No.951 leads an combination excursion and Operation Lifesaver special at a photo runby at Pond Creek, Oklahoma, on the former OKT (nee-CRI&P) on November 19, 1995 (above). **With the Kansas City Southern business train in tow, FPA9 KCS 1 stands under the Western Auto sign in front of Kansas City, Missouri, Union Station in July 1999** (below).

4449!

Travelling with a 4-8-4

by Tom Kelcec

PUTTING ON A SHOW for paying passengers and chasers alike, Southern Pacific 4-8-4 No.4449 puts on a fine show during a runby at Gibbon, Washington, on June 14, 1997 (above). **Having come east in the morning from Portland on the old Spokane, Portland & Seattle up the Columbia River, the 4449 was turned west now, riding the former Northern Pacific toward its overnight stop at Yakima. In June 1999 the Daylight was resting at the Brooklyn roundhouse in Portland, maintenance base for the 4449 and its crew** (below).

SOUTHERN PACIFIC 4449 will embark on an ambitious tour of the Pacific Northwest in July 2000 as part of Burlington Northern & Santa Fe's Employee Appreciation Specials, marking yet another heavy-mileage year for the 4-8-4. Since the locomotive was liberated from Oaks Park in Portland, Oregon, 25 years ago (December 14, 1999, marked the significant anniversary) the Daylight and its crew has been one of the most respected steam operations in North America.

It's June 1999, 18 years since the 4449 was returned to Daylight colors after a stint on the *American Freedom Train,* and I'm finally making it to its current home — Union Pacific's Brooklyn roundhouse at 17th and Holgate in Portland. The roundhouse, but a wedge of pie today, holds an amazing array of equipment one could not envision from outside the closed structure. The three steam engines inside — two shoehorned 4-8-4s (the Daylight, and Spokane, Portland & Seattle No.700) and a UP 4-6-2 (No.3203) — are all owned by the City of Portland. And all were in Oaks Park. Also inside are the Daylight's tool car and ex-Great Northern F7 No.274 — both owned by Doyle McCormack's Daylight Locomotive and Machine Works, Inc. (DLMX).

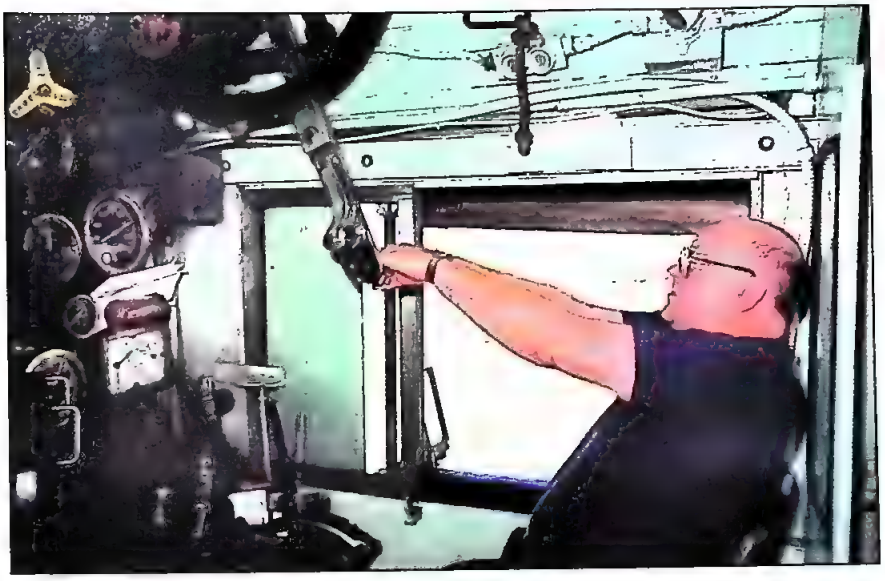
Having visited other members of the steam community (Frisco 1522 in the August 1997 R&R, Union Pacific's steam program in December '98, April '99 and June '99), it's high time I chatted intimately with the Daylight crew to see how they run their operation. We will do this on the deadhead run from Portland to Sacramento for Railfair 1999, a trip over one of the best train routes in the country — up the Columbia River Gorge, down the Deschutes River Canyon, across the Inside Gateway, and down the Feather River Canyon.

It is June 8th, several days before our departure, and the "house" is starting to warm up with last minute activities. Doyle McCormack, doyen of the engine, has some mundane but necessary chores to attend to — finishing the water system on the tool car, lubing its center plate and so on. He fields a phone call about the type of Texaco grease he uses for journal roller bearings, and gets a call concerning the deal to get the two PA's back from Mexico. We chat only a little this day since he has to leave early to pick up his better half, Laurie, at the airport, for whose benefit the tool car is named *Yes Dear*. I have

ABOVE: BRUCE KELLY / BELOW: TOM KELCEC

loads of questions, but first, a little summary about the engine and Doyle's involvement.

PHOTOGRAPHY BY TOM KELCEC, EXCEPT AS NOTED



DOYLE McCORMACK WORKS THE THROTTLE of SP 4449 as the locomotive romps south from Klamath Falls, Oregon, in June 1999 on its way to Railfair in Sacramento, California.

Background

Doyle, who had worked on Nickel Plate 2-8-4 No.759 in Ohio with Ross Rowland in the 1970s, and was working for the N&W at the time, was approached by Ross to participate on the *American Freedom Train*. Since the full crew law had just been abolished in Ohio, Doyle could take a leave of absence from the railroad, which he did. With the Daylight selected to pull part of the *AFT* routing (1975-1976), he and Laurie went to Portland in November 1974 to spearhead the rebuild of the engine, starting with the move out of Oaks Park a month later. The Pacific Northwest Chapter (PNWC) of the NRHS provided nearly all of the initial rebuild volunteers after the group had obtained in writing that it was the custodian of the engine. After the rebuild, Doyle and Laurie spent the next two years on the road with the Daylight and the *AFT*. Doyle has ridden the cab every inch the engine has moved since 1975 — until this trip. More on that later.

After the *AFT* experience, Doyle went back to Ohio but, having seen the world, he and Laurie decided to return to the Northwest for better career opportunities for both of them. SP offered him the best deal, so Oregon is where they have been since 1978. After joining the SP, Doyle asked permission from the railroad to run several trips with the 4449 but was turned down. However, with the advent of Railfair in Sacramento in 1981, the SP wanted the Daylight to represent them. This was the start of Daylight operations Phase II and, as we all know, the engine has been in proper Daylight colors since (with slight nuances each year so photographs are easily datable).

Enter one Roger Peck, a Trailways franchisee out of Seattle/Tacoma, who began his working career with the SP out of the Bay Area with the original Daylight trains. After the 1981 trip to Railfair, when only the engine and a few cars were in the Daylight scheme, he thought it would be nice to have a full Daylight painted train. In the early 1980s, he proposed a donation to the PNWC to put it all together. He also helped arrange some backing from Hyatt Regency hotels and Trailways corporate. Mr. Peck made the whole thing possible and he supplied the money for a paid crew to put in a new firebox, front and rear flue sheets, new tires, flues, and new superheater units. After $250,000, the Daylight was thoroughly rebuilt into first-class shape, and it went to the World's Fair in New Orleans in 1984. No question, all the planets lined up to allow that to happen. Says Larry Miller, one of the original 1974 volunteers, about the round-trip to New Orleans, "It was a once in a lifetime chance. Like being in the military, when it's over it's the happiest day in your life, but when you look back on it, you're glad you did it, but wouldn't do it again."

From 1984 to 1986 some "events" transpired, with the result that control of the engine shifted from the PNWC to Doyle (the SP said if Doyle was not in charge of the engine, it wouldn't run. Period). A number of folks left the PNWC and joined up as the 4449 crew. A Portland City Advisory committee was formed and Doyle is now the caretaker of the 4449 (which the city still owns, along with the other two engines), making all decisions about it. The city approves the decisions and the arrangement works well. Two other separate legal entities are in force for each of the other steamers, although there are individuals who overlap entities.

"And how is the engine?" I ask. "Well, it's in very good mechanical condition," states Doyle. "We went through our five-year boiler inspection in 1998. We also put in new valve rings, new valve cages on one side and thoroughly worked on the lubrication system. We did the tubes about a year and a half ago with a bunch of new people, and we got the job done. Each repair process is not complicated, but if you put them all together they're complicated. We teach people to do things a step at a time — cutting tubes, then how to install them, then how to roll and bead them. It's not rocket science down here, it's just hard work and a lot of it. We do just about everything ourselves.

"And we do all our work in this roundhouse, what's left of it, which we are grateful to have the use of. It is leased to the city by the UP. However, the longevity of the roundhouse is in question. The plan has been for this property to be part of UP's expansion of their intermodal hub in Portland, so we are in the process of trying to find a new location — a building that can be rented. Right now, we are devising a plan for what we want to do. Our first priority is to find a suitable location where we can put the 4449, 700 and 3203 indoors to preserve them. It also would be good to be able to put the rest of our equipment and tools inside the same facility, of course. We want to find a location where can build a shop to serve all three engines. Not just a place to work on them, but also a railroad museum in conjunction — a place to display the engines when they are not running.

"Portland is behind us to a degree. We are putting together a position paper to get a broader base of support from within city government. We believe the funding will come if we can propose a definite location with a reasonable long-term plan. We are not going to ask for money without a plan — that's backwards thinking. We will concentrate on fund raising with local people since there is a lot of industry and history in Portland. If we can get the whole town behind us, not just the government, it will be easier to solicit funds and donations of material in kind. It's a Herculean effort, but we have good recognition and rapport with the community at large, and we think we can do it," Doyle said.

The crew

When asked about the Daylight crew, Doyle comments, "People have come and gone all the time since the beginning — life circumstances change and so on. At the start, most everyone was a member of the Pacific Northwest Chapter of the NRHS. The core group now is about six people plus one cat. In a given year, 20 to 50 people show up, but only one-two stick it out in a cold roundhouse in the winter when it doesn't run soon enough for them to feel the reward. The diehards stick it out. We find out who's serious and who's not pretty quick. I'm the only one dumb enough to stay with this 20-some years. Of course, given our legal relationship with Portland, each one of us are volunteers for the city. Roundhouse access is also restricted, to paraphrase the military, to those with a need

to have it.

"The original crew from the 1970s includes Jack Wheelihan, Dick Yaeger, Larry Miller, George Lavaco and Gary Oslund, plus a few others. Jack is about the only one who goes all the time now. Gary and George have come and gone, but are pretty regular. Younger people just show up asking if we need any help, such as Eva. They find us, we don't have to recruit. For almost everyone this is a hobby. We have a few highly skilled, and some self-taught, mechanical folks who help the others."

The crew I will be joining to Sacramento includes Doyle; Jack Wheelihan; Bill "Butt Head" Stettler, who has previous experience with the Roaring Camp & Big Trees, Georgetown Loop and the restoration of SP 4-6-2 No.2472; Rob "Bevis" Sinclair, who has done highly specialized aircraft machining in his work life; Gary Oslund, one of the "old guard" from 1974; George Lavacot, who joined the crew for the 1984 World's Fair run to New Orleans; Larry Miller, who claims to be the first volunteer on the 4449 when went to Oaks Park to see what was going on after reading the locomotive would be used on the *Freedom Train*; ex-New Jersey native Pete Dorland, who works on the passenger cars; Bob Slover, an engineer for the Willamette & Pacific and Portland & Western railroads; "Sergeant" Pat Tracy, who has fired for Doyle since 1981; Justin "Big Foot" Tracy, Pat's son; John Rasmussen, a career F-15 crew chief and currently a line chief with the 142nd Fighter Wing Oregon Air National Guard who is called a "natural mechanic" by Pat Tracy; Pat Duling, a professional chef by trade and former executive chef on the late *Spirit of Oregon* dinner train whose job is to feed the mob to keep them quiet; Eva "Evil" Woodson, a 19-year-old who wears overalls and drives a forklift around the roundhouse, helps with the food on the road and is active in the restoration of 4-6-2 No.3203; Al "Albert" Pohlpeter, permanent custodian of the clock at Union Station in Portland who was dragged kicking and screaming into the roundhouse by his son; John "Clock Boy" Pohlpeter, the aforementioned son who attends to lubrication on the trips; Mike "T-Shirt Mike" Burchak, who owned a t-shirt company in 1983 and designed a World's Fair shirt for the 1984 trip and printed up 25,000 of them (there were some leftovers); George Ashley, restorer of the Daylight coaches; Scott "Scotty" Edwards, a diesel mechanic by trade working mostly on the GN F-unit in the Portland roundhouse; Gordon Zimmerman, souvenir seller and former concert singer who owns a house everyone in the U.S. has seen pictured — he lives in one of the Victorians on "Postcard Row" in San Francisco and Dave and Laura Brown, in charge of car sanitation (actually, Dave is in charge of sanitation and Laura was roped into going on this trip).

WITH AN ECLECTIC MIX behind its tender, SP 4449 hauls its water canteen, a BNSF diesel, Mount Emily Shay No.1 (on a flatcar) and several boxcars westbound at Keddie Wye in California on the way to Railfair '99 in Sacramento (above)**. Pat Duling, former executive chef on the *Spirit of Oregon* dinner train, prepares breakfast in the tool car for the Daylight team** (below)**. After arrival in Sacramento, Eva Woodson and Bill Stettler make the 4-8-4 presentable to the thousands that will view it at Railfair at the California State Railroad Museum** (opposite)**.**

Friday, June 11th

After a few days shooting BNSF Columbia River Gorge action, I returned to the roundhouse to find the engine steamed up but a number of folk, including newly arrived Jack Wheelihan, pondering a short in the electrical system impacting the head and class lights. Jack and I chatted a bit about his observations and opinions of main line steam in recent times.

One aspect of this crew he appreciates, having been involved with museum operations and so on in his early years, is that this crew is a dictatorship. Says Jack, "It has to be that way. As good friends as we are, when we get out on the road, safety, operation and compliance with the rules and getting over the road so as not to interfere with the revenue trains is all important. Doyle may give a direction to do something. I or somebody else may present an optional thought. But Doyle's immediate decision is law. When you stop on the main line, you don't just all jump off the train and go up and see what's going on with the engine. Any railroad just does not view that as a professional operation. We behave, just as do the other top-flight operations allowed to run today.

"The biggest professional feather in our hat, right in front of God and country on the return run of the *World's Fair Daylight,* was the separation of the engine and tender east of the Pecos High Bridge in West Texas due to a dropped pin in the drawbar. We put it all back together in just under four hours, did not call for a diesel, and never delayed a single train on the single-track main line of the SP's Sunset Route."

Jack continues, "It is really important to understand new millennium railroading. Railroads are a transportation business. Fans think running steam is good public relations. Baloney. If running steam doesn't bring more traffic (revenue) to the railroad, or help the present shippers, they won't allow it to run. *If* you can stay out of the way of the freight *and* the railroad can still get something financially beneficial out of your — or their — steam operation *and* have positive employee relations, then it *might* happen. But you must prove yourself since no railroad wants to take a chance with something that may stub its toe and tie up a multi-hundred-million-dollar main line for hours."

On Doyle's operations out of Portland, he comments "We always reserve one car where BNSF can invite guests, employees, shippers, friends of the railroad, politicians, local community leaders for grade crossing issues and others. BNSF makes a buck, we don't tie up their railroad, and they get positive media coverage, such as when the running dates coincide with the Portland Rose Festival dates. You can't buy that kind of positive, front-page publicity in the media, who generally only understand hazardous material spills, wrecks and so on.

"For example, the media had a field day with UP's westbound trip over Donner Pass. The value of that coverage, including on CNN, far exceeded the cost of going out there. UP's retired Jerry Davis was really pleased at the coverage, and I think the new top management has the same philosophy.

"The average fan was heartbroken when the Norfolk Southern steam program was canceled but, in my opinion, NS utilized their steam program totally incorrectly. All they did was run it around the system and sell tickets to railfans and so on. They never had shippers specials, Operation Lifesaver trips, runs for politicians or employee morale, anything like that. It was a railfan thing out tying up the railroad. That's not what steam is all about in the 1990s.

"You can't imagine what pulling an APL stack train with the UP's 3985 a few years ago did for the APL's customer relationship with the UP. They want to do it again. There was a lot of use of the press coverage and ads outside the U.S. The pitch was *not* 'old steam engine pulls our containers' but rather something like 'APL uses state of the art diesel power on the UP now, just as the UP had the state of the art steam power back then. We ship on the railroad that is always at the front of motive power development.'"

When we adjourn to the Semaphore Restaurant for lunch (quite aptly named, for it is adjacent to the yard), I get a chance to talk some more with Doyle, Pete Dorland and Larry Miller. Doyle is affectionately called "Doilee" by their normal waitress, and a good time is had by all.

"What are your plans for the engine, given the current railroad climate?" I ask.

"Well there are a number of issues here," says Doyle, "and let me address them in turn.

First, as a private operator, located where we are, we can only run on the main line with the blessing of the BNSF and/or the UP. The UP bought the SP, as you know, over which we ran in the past and whose heritage the Daylight represents. Politically, everyone is aware of the attitude towards steam the UP has, as you have documented in your prior articles. We cannot fault them for their position and we are thankful for whatever support they can give us. We have people in the Portland area who are somewhat sympathetic to our operation and they help us when they can. A prime example is we are now in a UP roundhouse. We are grateful just for their tolerance here. They allow us in this roundhouse, which used to be an SP house, as you know. I don't know if UP will ever change their operating policy towards non-UP owned steam engines. It all depends on top management and what they want or don't want done. We go through cycles, just like farming, with good years and bad years.

"For the moment, the BNSF has been and continues to be very kind to us. We are running to Sacramento on their lines or under their trackage rights. Years ago, the BNSF wouldn't talk to us about operating on their track, but management changed and all of a sudden they became very friendly. We have taken advantage of that when we can, always working with them and as they request and require. In 1999 the BNSF's *Employee Appreciation Special* was to be our big outing, but the railroad canceled that, so our six days to Railfair and back will be it for this year. At the moment, we have a symbiotic relationship with BNSF, and we don't nickel and dime each other. As you wrote in the article on the 1522, they will entertain an excursion proposal from a viable entity with a track record. We have a long history of successful main line operations going back to 1975. We have had a long time to build up trust with operating departments. With some of our crew staying with the locomotive for all this time, such as myself and a few others, this helps maintain that trust. We know when and where it is a good time to ask for a trip based on the BNSF's traffic patterns, so that's what we are doing now. They are fairly receptive to our proposals at the moment.

"If the big railroads eventually slam the door on us, our local regionals may be the only place we'll be able to go. They are the Portland & Western and Willamette & Pacific (both Genessee & Wyoming subsidiaries) that we have a good relationship with. They let us run there from time to time, such as for break-in runs after repairs. They are 25-40 mile-per-hour branch lines, not what the Daylight likes (50-70 m.p.h. main lines) but we can get out there and run.

"That said, we don't want to, and just cannot, run too many times per year. Four revenue days per year, ideally, two weekends back to back, are the best for us and are normally sufficient to generate funds to cover our fixed costs for the next year. If we run more than four days a year, we run out of our volunteer crew's vacation time and ability to cope since there are many other days of preparatory work. Our Saturday and Sunday round-trips to Wishram one weekend, then the next weekend a two-day circle trip (such as Stampede Pass or Bend) have worked well, and we will propose these for 2000. Our Rose Festival trips (Portland to Wishram) can be done about every year and still draw a good crowd of passengers. These trips tie in nicely with the parade in town and generate plenty of media coverage for us. Also, the Internet helps sales here much better than newspaper ads. Our trains are sold out before flyers are back from the printers. And the Internet is cheaper to advertise on, by far."

Back at the roundhouse, the electrical problem is all fixed. With the engine up to snuff and suitable pressure built, it is backed out to take fuel ("black oil" the oil company calls it) at 4:00 p.m. The fuel truck driver likes this delivery best of all, and he has done it several times. The loco is then washed, the air conditioning system on the *Clackamas River* worked on, and the consist shuffled in preparation for our departure early Saturday.

Saturday, June 12th

Well, I'm a little early at 5:30 a.m., but I am not alone. The taxi driver didn't understand the destination exactly, but once alongside the train he lingers to admire the engine for a few minutes. I start through the cars looking for a place to stow gear. Roomette No.1 in the Great Northern-painted *Mount Hood* is convenient. Gordon is in No.4, Evil in No.6. The bulk of the crew is in the Daylight-liveried *Clackamas River,* with nice nametags in place: Roomette No.1 —Sgt. Pat; No.2 — John; No.3 — Patrick; No.4 — Bob; No.5 — Albert; No.6 — Clock Boy. The bedroom assignments look harmless except for "E": "A" — Dorothy; "B" — Larry and Pete; "C" — George and Gary and "E" — "The Great One and Jack" (guess who), complete with SP Daylight poster girls picture adjacent.

At 5:50 a.m., Jack Wheelihan and the "Great One" arrive. Several brand spanking new BNSF boxcars are switched into the consist both for braking and as spacing protection for an unusual load we shall pick up in Bend tonight. We pull out two minutes early at 6:58 a.m., and at 7:52 cross the Columbia River and start to roll east. In the crew car, the ride really starts to get interesting as we zip through Cape Horn tunnel, then meet a stopped Amtrak train at

BRUCE KELLY

8:50 a.m. The dispatcher has given us the railroad, despite the fact that we don't expect it, and at 9:10 a.m. we overtake a slow eastbound freight we have been following. Our 55 m.p.h. gait is interrupted as we have to stop west of Hood River for a hotbox detector. It is a wonderfully scenic ride, and well worth doing, even from an Amtrak coach I suspect. While we had planned to service the engine at Moody, across the Columbia River and up the old Oregon Trunk grade a bit, we decide to do it west of Wishram, where we arrive over an hour early and ahead of the next BNSF crew. The first service stop I witness is done smoothly and professionally, and we are soon ready to move. An oil-fired locomotive makes service stops much easier than a coal burner, of course.

After crossing the Columbia River, we stop at Moody where Doyle and Pat, his fireman, are swapped out by Bill Stettler, engineer, and Jack Wheelihan, fireman. This is Bill's normal running territory, and in no time we are going down the spectacular Deschutes River Canyon, a train ride that must be experienced at least once in one's life. At 1:24 p.m., bachelor Bill blows the whistle at some young ladies rafting down the river (or was it father Jack?). We stop for meets with northbound trains at Nena and Kaskela. BNSF's Larry Kreger, Superintendent of Operations for the Oregon Division of the BNSF (Keddie to Wishram, Pasco to Vancouver [Washington] and Wabash to Eugene) who rides with us from Portland to Keddie, explains that the traffic density is expected to grow even more in the near future. At 5:50 p.m., after a surprisingly quick dash across the high trestles north of town, we arrive at the new BNSF depot at Bend. A brand new BNSF diesel, a boxcar, and Mount Emily Shay No.1 are switched into the consist as the Daylight is serviced. Only after that is done do we head down the street for a wonderful barbecue dinner.

While munching on some ribs, Doyle continues. "In terms of running trips, our group, Friends of the 4449, has various entities that come to us requesting the locomotive — movie companies, commercial companies and such. There are also the non-profits such as Northwest Rail Museum. The potential organizers of a trip make their own contract with the railroads on which we will run. Ed Immel, an employee of the State of Oregon, signs the contract leasing the engine from the city to the organizer for the move. The Friends operates the engine for the city. For example, on the trip you are riding, the Friends is operator for the California State Railroad Museum to get the loco to Sacramento. The CSRM contracted with the BNSF and the City of Portland. CSRM is also providing insurance both for 4449 and the railroad, and paying us our round-trip fee.

"As an engine for hire, we have a fee schedule developed after years of experience, consisting of a fixed fee of $2000 per day. The daily fee covers the cost of the locomotive, our Friends crew and per diem for our crew. It excludes fuel and any and all insurance, train and railroad charges. Our customer has to make their own deal with the railroad(s), and their requirements can change all the time.

"I should explain a little of how we are organized. The Friends of 4449 is the 4449 mechanical and operating crew, basically. The NRM is the entity through which the Friends of 4449 operates their own trips, such as to Wishram. There are different legal entities that contract for the 4449, but many people are members of more than one group. I don't have time to deal with passenger cars, deadhead moves and so forth, so we decided over 20 years ago that I would handle from the crew car forward, and Ed Immel, who likes passenger cars and administration, and works for the Oregon Department of Transportation, would take care of everything behind the crew car. Ed therefore deals with the railroads, insurance company, ticket sales and so on.

"I almost forgot the most important part of our Friends organization. This is a dictatorship, and you're looking at him. Democracy doesn't work. We need to get things done, and when we are under time pressure, somebody has to make the final decisions. We all have our duties and skills, but when we are on the road it is especially critical that we act decisively, professionally and safely. Depending on the circumstances, there may be some discussion of how to handle a particular situation, but a decision needs to be made. I make it, and it is the law. Anyone who doesn't like that can find the exit door easily."

After dinner, I take a shower in the BNSF locker room, and venture back to the *Hood River*, where I settle down in my roomette, home for the three-day trip.

SOUTHERN PACIFIC 4449 pulled a round-trip excursion to Bend, Oregon, in 1998, with the highlight of the return trip being a terrific runby near Madras on the Willow Creek Viaduct on June 14th (opposite). **Union Pacific built this bridge as part of its line to reach Bend; rival Oregon Trunk Railway later acquired the bridge and abandoned its more steeply graded line that once snaked along the floor of this ravine. Making like a NASCAR pit crew (almost) the Daylight team swarms over the big 4-8-4 during a servicing stop in Wishram, Washington** (above).

Sunday, June 13th

It's a good thing one can sleep on the train, since there's no chance of missing the 6:12 a.m. departure. As we run through the huge lava field south of town, on a good grade, the orange train stands out in stark contrast to the coal-black countryside in the early morning sunlight. The stack talk is good at milepost 10 and, at 35 m.p.h., the Shay is riding well, swaying not one iota as the empty boxcars fore and aft bounce from side to side. In the crew car, Pat, Dorothy and Eva are cooking their usual outstanding lumberjack breakfast. Nobody can nor does go hungry unless it's his or her own fault. Per Bill Stettler, who wakes up a little late, we are in dark territory where paper orders are used down to the junction with the old SP at Chemult. In the obs car, Bill and Jack look at curve and gradient profiles for the run south from Lookout, California, where they will swap from Doyle and Pat again. It looks like one continuous serpentine piece of track on continuous up and downgrades. Both engineer and fireman will have their skills tested.

This section of the ride, unlike the prior day, consists of Alpine meadows, what appear to be aspens and multiple snowcapped peaks in the western distance glistening in the sun. The wide-open picture window of the crew car door makes for an ideal place to experience this and every other day. At shortly before 10:00 a.m. we arrive at Klamath Falls, passing the old SP station where the Daylight has stopped many times. Once stopped in the BNSF's yards, Doyle invites me into the engine for the ride to Lookout, where a side-by-side photo opportunity has been arranged with the Mc Cloud Railroad's No.25. The all-weather cab is a little more confining than open cab

DAYLIGHT CREWMEMBER GARY ORLUND is on the running boards of SP 4449 performing some routine maintenance following the trip to Sacramento for Railfair '99. A plaque under the builder's plate marks the contribution of the Daylight and the city of Portland to the *American Freedom Train*.

designs, yet still roomy, and very clean and orderly. We check that there is Gatorade, Pepsi ("no Diet!") and water on board. The pilot advises Doyle on the upcoming line, and Doyle advises the pilot on the engine. With an "okay" on the radio, we are off on jointed rail where no steam engine has trod for many decades. Doyle taps the air horn operating valve to give a brief burst of very audible air, a signal to Pat that he is about to open or close the throttle. When Pat glances over, Doyle clarifies what is up. The pilot gives constant advice on the upcoming grades and their length. The engine rides quite well despite this not being top-notch, high speed welded rail.

I notice Doyle puzzled and squinting repeatedly at the throttle quadrant, with and without bifocals. I later find out that over the years he had marked with a penknife the engine's "sweet spots" — for a given operating situation, he would pull out the throttle to one of them. All of a sudden they are gone. Somebody on the crew, as of then unidentified (and presumably in hiding), painted over them when cleaning up the engine thinking they were an eyesore. An honest mistake, but now Doyle needs another batch of running to reconstruct his crib sheet. Okay by him, but a little frustrating at the moment.

Continuing south of Bieber, we see nary a soul until a few folks are spotted trackside about MP 108. Up until now there has been lots of uphill running and curves. At 3:42 p.m. we arrive at Halls Flat and shoot the rods, departing at 4:14. We go into a siding at 4:38 to meet a three-unit BNSF northbound which has been waiting for us there. This is the best air I have smelled in a while — pine scented, clean, with low humidity. I think this is officially some of the best air in the country. At the siding at Lodgepole, a little further on, with pines next to it of the same and appropriate name, we stop to meet two other freights. Larry Kreger, a most knowledgeable, gracious and professional host for the whole run from Portland to Keddie, tells me there are about six westbound and six eastbound freights a day, plus maintenance moves, requiring in total over 150 track warrants daily. Making steady progress, we stop in Westwood at 6:04 p.m. for water and fuel. Carl Bradley, UP's Superintendent out of Roseville, in charge of, amongst other things, Donner Pass and the Feather River Canyon, stops by to see how things are going and to check on the intended movement on the UP tomorrow. With time marching on and railroad traffic being what it is, the BNSF and the Daylight crew decide to tie up for the night just down the road at Greenville. This will allow very nice timing so we should make the UP's maintenance window at Oroville just as it opens up.

Before Greenville it gets dark alongside Lake Almanor. Dinner in the diner with the crew lets me catch up with a few more tidbits about the group.

"The biggest problem today is not the engine but passenger cars. Availability of suitable equipment has been the deciding factor in the past, as you need working air conditioning and toilets, to name two modern necessities, which work all the time, not just for the first few hours. Anyone who wants to hire us has to deal with this problem. Hiring the Daylight is the easy part. We're heading into the year 2000. It is no longer, if it ever was, camp to travel in inferior equipment just for the thrill of riding behind a steam locomotive. Our market is the general public, and they want to have a wonderful, unique experience. And we compete with many other free-time diversions in this day and age. The Columbia River Gorge trips with good equipment are great — it's a high speed, Goldilocks, scenic run that's not too long, and not too short, with something to do at the destination" says Doyle.

"When it comes to finances, you have to realize there are three types of steam engine operations today. The only corporate program is the UP's, unique in this day and age and with a 'permanent' budget. Next, there are the very successful tourist lines, the ones who know their market and run what that market wants. Private locomotive operators are the last major group, with examples ourselves, the Milwaukee Road 261, Frisco 1522 and NKP 765. We, perhaps unlike others, do not have a formal budget. Our for-hire pricing structure has allowed us over the years to maintain a comfortable treasury. When we don't run, it doesn't take a lot of money to keep the organization or the engine stored and serviceable. Therefore, a little revenue running each year helps us keep even. If we make money, we find a way to spend it best. If we don't make money, we make do. Under the new FRA law, we'll have more leeway since the clock won't be running on the flues when the engine just sits. It used to be that every five years you had retube the boiler whether you used the engine or not. Now, we'll have 15 years of flue time, or so many hours of use. If anybody can't run in 15 years, your chances of running are pretty slim, so you might as well hang it up."

As I wander around the train and engine at Greenville before bedding down, I recall the old television show *Wild Wild West*, and for a moment think myself on Jim and Artemus' car, going when you want, and stopping where you want. It's a very unique trip, and I am grateful for having been invited to ride along, especially on the rare mileage piece from Klamath Falls to Keddie, which hasn't seen Great Northern or Western Pacific steam in decades.

Monday, June 14th

I step off the *Mount Hood* into the blinding light of a high country June dawn. Some of the crew are up and about, but only two fans. Breakfast is starting to smell really good as our morning triad of cooks prepare the beginning to our last day — a journey down to Keddie Wye, westward down the Feather River Canyon on the old Western Pacific, and finally down the valley and onto the old SP yard property very near Old Sacramento. In the cab the father and son team of Al and John Pohlpeter, who had the last night watch, have the cab interior and all glass spotless. (Doyle is fussy about these things). We use the firebox as an incinerator for the trash and, at 9:07 a.m. on Larry's radioed highball, we pull out of our siding. Shortly thereafter we meet a northbound BNSF freight on the serpentine track which is increasingly above the highway. The final, very slow descent down to Keddie Wye appears quite steep. Eventually the old WP is visible across the valley, like a model railroad, and I inform the others in the baggage car (none of us has

ridden this stretch) that we soon will be "over there." At 10:17 we pick up a UP pilot crew just north of the famous landmark, which we negotiate at 10:42. We make full use of the dynamic brakes in the BNSF units as we steadily progress down several miles of one-to-two percent grade. Not many chasing the train today. I speculate most are in pursuit of ATSF 3751, which is also Sacramento bound. It is my first train trip down the canyon, and the views from the baggage car meet expectations.

At 1:28 p.m. we commence a lengthy stop west of James, since the track maintenance window has not yet opened. Doyle decides to lube the engine at this unexpected stop, rather than the intended Oroville, and lunch is walked up to the engine crew and pilots. After two and a half days in the high mountain country, I now look down on the hot, hazy, flat, "golden" (a.k.a. "burned to a crisp") California. We depart at 2:50 p.m. and have an uneventful trip down to Sacramento. Tying up in the yard, most of the crew eventually get shuttled to local accommodations, after Eva, with her long arms, manages to unlock our passenger van in which the keys have been left with the engine running. A few hardy souls, Doyle among them, stay on the train and grill some steaks. A few start the return trip home, work or family beckoning.

Tuesday, June 15th

Today is cleanup day. Eva and Bill, and the Pohlpeters and Big Foot, along with Gary, are cleaning the engine and running gear under the skillful direction of Mr. Wheelihan. Others are performing lube and prep work prior to being moved into the Railfair '99 site, where it will be one of the star attractions for two weeks of festivities.

The voyage home

The return trip of the Daylight to Portland, using the reverse of the "down" trip routing, is smooth, with the 4449 running as good as you could ask of her. Doyle ran out of Sacramento with Jack firing for him until around Oroville when they changed places. We stopped in the Feather River canyon and Pat took lunch up to the boys and, to his surprise, Doyle was in the fireman's seat. Not that Jack hasn't run before, but it is unusual to get Doyle on the other side of the cab. This is a perfect chance for engineer Jack to give him some "hey kid, what are you doing?" stuff. At the Keddie wye we changed crews, with Bill Stettler now engineer and Pat Tracy firing. BNSF's Larry Kreger also rode the cab. Despite the mostly uphill run to Westwood, Bill showed off his steam engineer skills and did not require the use of the helper (BNSF 4449) at all. By the time we reached Westwood, after numerous tunnels and soot and steam, everyone in the cab looked the locomotive crew part, including Larry. After the usual fuel, water and service routine at Westwood, not to mention dinner in the *Mount Hood,* a long satisfying day came to a close.

The next morning we put the engine in charge of Bill Stettler and Rob Sinclair. *(Note: Would you put a 4-8-4 in charge of Bevis and Butthead? — T.K.)* Cold high mountain air generated lots of white steam and, along with the reverberating stack talk on departure, we gave a good show to as many people as that small town could produce on that sunny morning. As with many trips back from California, the 4449 had something left to say right around the state line. Perhaps the old girl doesn't like to leave her roots.

I'll let Pat tell it as it happened. "All was running well when the feedwater pump started acting up. Not a huge problem, but an annoying one for the fireman. Rob shut down the pump and fired the rest of the day with only the injector supplying water. The injector is much more labor intensive and sometimes would drop its supply and have to be restarted. Over the years, the Worthington feed system has been pretty reliable and few of us have ever had to fire the engine without it, Jack being one of the few, and definitely not me. Bend, Oregon, that night was not a comfortable one for me,

as I had a pit in my stomach knowing I would have to fire on only the injector all the next day. But I kept telling myself it would be a great experience and I had to put it under my belt sometime. BNSF 4449 was cut off the train at Bend that night and sent out on a freight due to power needs at Vancouver, Washington. So the next day it was just us, with no diesel backup, but fine with us.

"The next morning dawned bright and clear. As we departed town at 0700, Bill and I wanted the water well up in the glass so we would have more breathing room for the injector learning curve. Bill is much different to work with than Doyle. Having fired with Doyle for years I know all his looks without a word. Bill, on the other hand, has much more of a poker face. Both of these guys are as professional as anyone I have ever worked with in my lifetime and that's probably why the 4449 has been successful over the years. Heading north out of town and climbing continuously, we were using water fast. I tried the 'full on' method with the injector, then off, but was fighting a losing battle for water. Our steam pressure was good, the exhaust plume dark but not black, but I needed more water. Bill told me to leave the injector on and fire against it, so that's what I did. The stack goes black and the atomizer is to the firewall as I try to burn all the oil I can. I'm not happy with the way it looks, but it is showing results — the water level is coming back up and the pressure is right on 300 pounds. Now I can start to cut back on the oil so everyone can breath back in tool car.

"We have been running for an hour now, but I have been so busy it seems like only a few minutes. During this time the injector has dumped its supply several times and had to be restarted. For those of you who have not seen this program in right arm muscle building and cursing, restarting sounds easier than it is. We won't change crews until the Columbia River draw on the Oregon side at 4:30 p.m., more hours later than expected due to track work and meets in the canyon. Doyle and Jack come up to the cab and I'm glad to see them. I tell Jack my experiences on the firing side and slide down the ladder and head to the *Yes Dear* for a shower and a change of clothes."

Doyle and Jack enjoy the rest of the trip to Portland. After 55 m.p.h. running and a few meets, we are back at the Brooklyn Roundhouse at 10:00 p.m. and it's time to put everything away. The cars are switched, the auxilliary tender cut off and the 4449 put into stall two at around 11:00 p.m. John Rasmussen fills the boiler to over a full glass of water and kills the fire at around 11:30. With everything locked up and the 4449 sitting there quiet but hot, we clear out for home around midnight. Another successful and safe trip over the road.

GATHERED FOR A TEAM PHOTO are (left to right) Eva Woodson, John Pohlpeter, Jack Wheelihan, Bill Stettler, Doyle McCormack and Scott Edwards, just a few of the many people whose talents keep Southern Pacific 4449 on the road.

A Secret City and a Not So Secret Train

IDENTIFICATION BADGES ARE SCANNED and security guards closely watch as doors are opened and a generator is fired up. The last bit of electrical work is done while cases are opened and their materials spread out for all to see. Slowly a 539T begins to chug and movement is felt. An armed guard unlocks a secured gate and the cargo exits the facility, a facility known for manufacturing the materials to create thousands of atomic weapons. In just a short distance, another atmosphere takes over, one much more jovial and lighthearted. With guards unlocking gates, passengers signing in for possible background checks and badged volunteers selling tickets and seating passengers, the Secret City Scenic Excursion Train has begun a series of public trips introducing the first of many loads of excursionists to some of the secrets of the Manhattan Project, the railroad industry and the rural country of eastern Tennessee.

October 1998 introduced a major change to a formerly secret location, one with a history of tight security and atomic implications. At Oak Ridge, Tennessee, a once fenced and secured city itself, an even more tightly secured facility opened its gates for the general public in a unique manner. This facility is called the East Tennessee Technology Park (ETTP) and serves as a location for companies to manufacture or conduct research in a secure environment. However, the site was not always accessible to industry and the general public. Soon after the U.S. entered World War II, the Army Corps of Engineers identified a 59,000-acre tract of land northwest of Knoxville, Tennessee, as being suitable to serve as one of three sites nationwide for the development of the atomic bomb. Within days, residents received court orders to vacate their homes and thousands of scientists, engineers and workers swarmed into Oak Ridge to build and operate three huge facilities that would change the history of the region and the world forever.

At the west end of this facility near the former town of Wheat rose K-25, a warehouse-like structure covering more area than any building ever built to that time. Completed at a cost of $500 million and operated by 12,000 workers, the K-25 plant separated uranium-235, an isotope suited for achieving nuclear fission, from uranium-238. As more efficient means were developed to create the uranium, and the end of the Cold War greatly reduced the need for the material, K-25 began closing and rebuilding for alternative uses. Today one of these uses is the education and entertainment of thousands of train passengers as they pass through the plant site and out through the countryside along Poplar Creek.

So you want to start an excursion train?

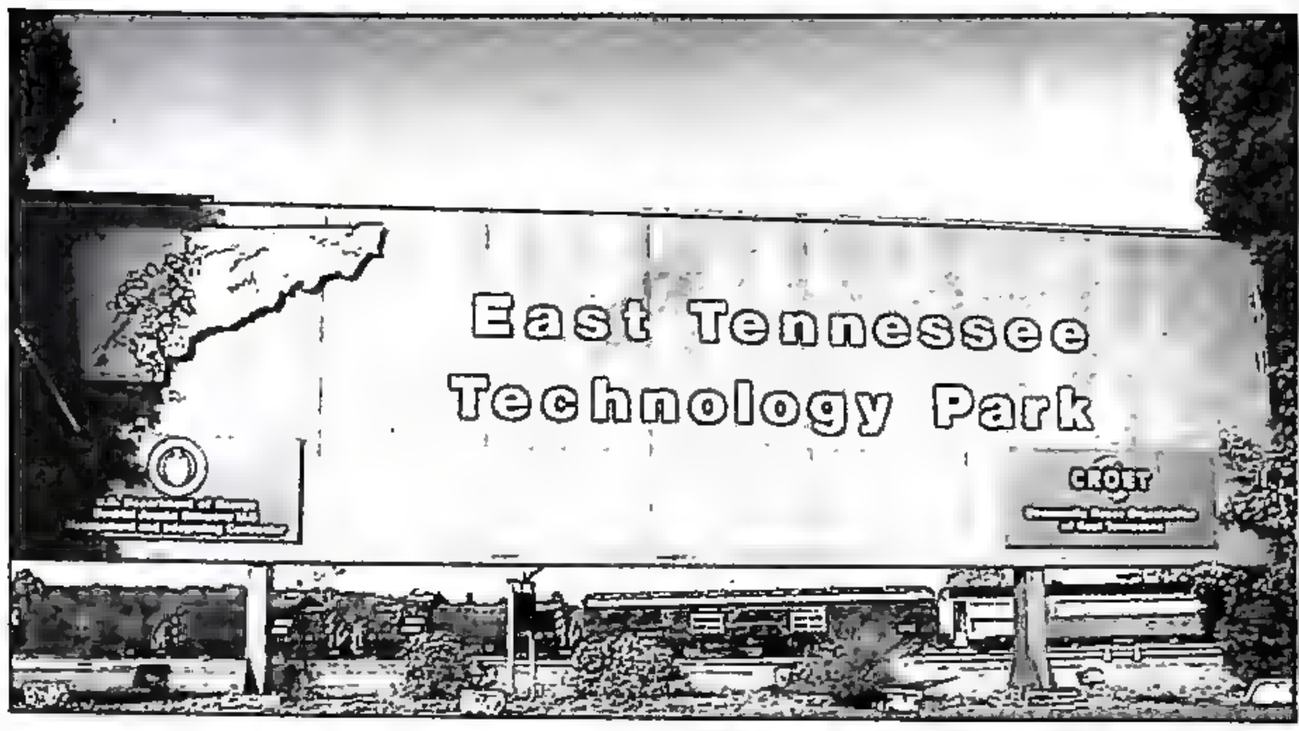
Excursion trains are more and more common these days, with sections of abandoned trackage and routes of short line railroads seeing the passage of restored cars and locomotives. While a few are the result of moneyed organizations or railroads trying to add to their bottom line, most are operated by groups of volunteers trying to raise a few bucks to spend on their collection of rolling stock, often times acquired in poor condition just as the scrapper's torch was being fired up. This is especially true of the Secret City Scenic, a project of the Southern Appalachia Railway Museum (SARM).

Southern Appalachia was incorporated in May 1990 by a small group of people in the Knoxville area who wanted to restore railroad passenger equipment for operation. Several pieces of equipment were soon obtained, including the heart of the collection: the *Fort Oglethorpe*, a former Central of Georgia 1947 Budd-built coach from the Columbus-to-Atlanta, Georgia, *Man o' War*. Seating 54, the car was the first piece fully restored and soon entered excursion service on several Norfolk Southern trips.

Other cars were obtained by the museum and several members through purchase or trade, and soon a number of tracks in west Knoxville were stuffed full of passenger equipment awaiting restoration. Working to gain support, SARM attracted some attention through several very public

projects, including placing a restored Louisville & Nashville caboose on display near an area post office. However, this wasn't where the group wanted to end.

As time and money allowed further equipment to be restored, the members of SARM began looking for places to operate their equipment. Early on, the easiest way to earn restoration funds and to operate the equipment was to rent it to other operating organizations. While this met with limited success, it didn't give the membership anything to proudly point at as being theirs. Therefore, a decision was made to find a place where the museum could actually operate their own trains. As anyone who has ever tried to start up an excursion operation or to run a chartered train knows, however, this task is not nearly as simple as it sounds. Insurance, equipment, manpower and a place to run are all requirements which are not just simply acquired. All take planning, skill and a lot of luck.



THE SECRET CITY SCENIC boards at the front entrance to the East Tennessee Technology Park, a secured research and industrial facility owned by the U.S. Department of Energy (above). **The facility has seen a great deal of change since its old Manhattan Project days, but still retains much of the mystery surrounding the research. Equipment belonging to the Southern Appalachia Railway Museum was on site and being used on selected freight trains as a way to test the equipment and train the crews to be used in excursion service. An articulated container car is centered between the first two pieces of museum equipment on the line on July 15, 1998, two miles south of the connection at Blair with Norfolk Southern** (opposite). **Photographs taken inside K-25 are pretty rare, as cameras are prohibited (except on the train), but on July 15, 1997, the two RS1s used by the Secret City Scenic and Southern Freight Logistics were captured at the offices of SFL** (below).

My kingdom for some track!

Build it and they will come. This is probably the most over-believed concept in the railroad hobby field. Believe me, just because you have a set of passenger equipment or a restored locomotive, railroads will not be beating down your door begging you to operate on their track. Therefore, organizations must be prepared to demonstrate the advantages of allowing them to operate and show how the disadvantages can be overcome. Fortunately, several members of SARM work in or with the railroad industry. Their working knowledge of the industry and the requirements of the Federal Railroad Administration allowed planning to include issues which a passenger train brings up, such as additional track inspections, public exposure and additional traffic on the line.

Another advantage of working in the railroad industry is that several people were very familiar with all of the rail lines within a reasonable distance of the group's home. A number of lines were explored, but unfortunately at the time of the original search, all track in the Knoxville area was owned and operated by two Class One railroads, CSX and Norfolk Southern. While several potential branch lines and industry tracks were examined, neither railroad expressed any interest in having SARM operating on them. Even if there had been a willingness, the financing of SARM probably would have prevented the operation from being feasible.

What the organization really needed was a short line looking for a little bit of extra revenue. In 1997, the railroad operation at ETTP was turned over to Southern Freight Logistics, a tenant in the park. With only minimum levels of railroad activity, Southern Freight expressed interest in having SARM become a paying customer of the line. After a number of meetings were held to discuss issues ranging from track rental to insurance to train staffing, an agreement was reached and SARM went into action. The Museum would have full responsibility for managing and operating the train and would pay for the use of the track and the use of a locomotive assigned to the railroad. Furthermore, although the tracks were owned by the Department of Energy, all organizations involved agreed that the excursion train would operate in full compliance with all FRA regulations.

The 14 miles of track operated by Southern Freight were built during the summer of 1943. For much of the line's history, Southern Railway provided service to K-25, working out of a small shop complex near the former steam plant at the site. Occasionally, deliveries were just made to the back gate, where a plant rail operation took over and actually delivered the cars. The locomotive power used at the plant included a mix of military switchers and export locomotives from many builders such as General Electric, Davenport and Alco. The Alco locomotives used from about 1946 to the mid-1960s were almost identical to those used today, military versions of the RS1 generally called the RSD1. To at least partly disguise the purposes of the plant, several of these locomotives actually operated in Louisville & Nashville and Southern Railway markings during their tenure at Oak Ridge.

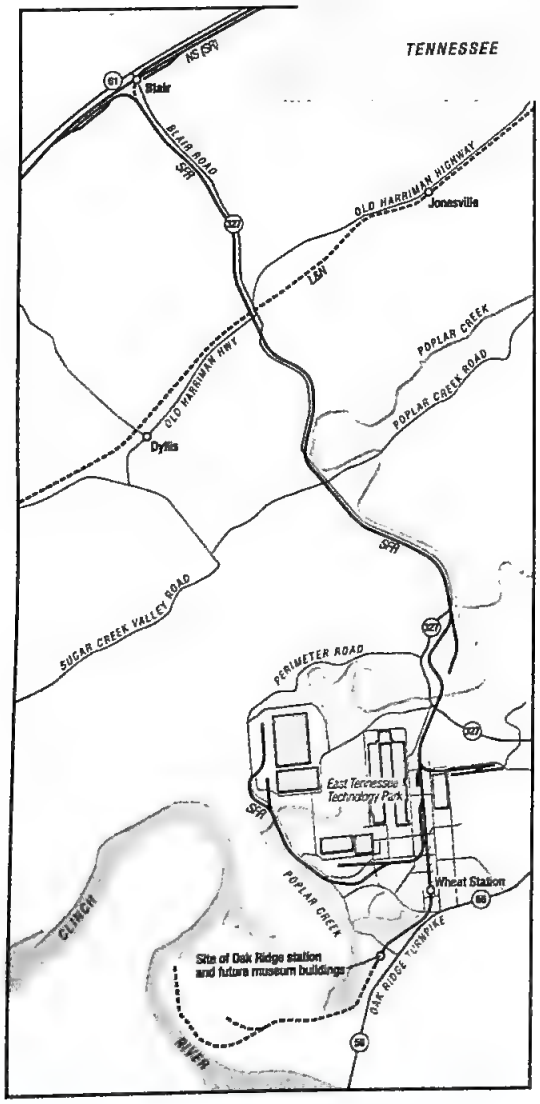
In the early 1990s, Southern successor Norfolk Southern turned the railroad's operation back over to the U.S. Department of Energy which has contracted with Southern Freight to operate it for freight purposes. The Alco RS1s used today were originally built for the U.S. Atomic Energy Commission Savannah River Plant in South Carolina and

have recently been rebuilt with some improvements. No.39-5308 was built in June 1951 with builder number 79050 as Savannah River No.105. No.39-5310, formerly Savannah River 108, was built July 1951 with builder number 79053. SARM has recently leased 5310 to guarantee its future availability at the plant.

Getting organized

After a series of trips in Mississippi and Alabama in June 1998, equipment began moving to the park. The *Fort Oglethorpe* was the first to arrive, attracting attention as it was hauled through the rural countryside through which the line wanders. Area residents literally chased down the train to find out what was going on. Shortly thereafter, a caboose (former Southern X261) also arrived — attracting even more attention than the coach — and the two cars were put to work as Southern Freight began operating double-stack service in and out of ETTP and conducting a locomotive engineer course at the Park.

The next car to arrive in preparation for the trips was former Southern baggage car No.543. This car was fully rebuilt from its former derrick service with a generator installed to power the passenger cars and a snack and souvenir counter to power the passengers. Preparation on this car was actually being finished as the first passengers climbed aboard. A former Southern dining car, No.3164, once used on *The Tennessean* through Knoxville, was also planned initially for the train, but its restoration was delayed by some teenaged vandalism. Crowds wanting to ride the train, however, quickly forced the museum to make getting the car into service a priority.



After a few test trips to train the operating crew and to check trip timings, the first public excursion operated October 23, 1998. Almost every seat was sold on the first trips that weekend and the demand for tickets forced SARM to add additional trips and weekends to the original fall schedule. Similar trends were seen in 1999 as tickets continued to be in heavy demand. Much of the train's success lies with the fact that Oak Ridge and the neighboring communities have heavily supported the operation. Assistance from the Oak Ridge Convention & Visitors Bureau, the American Museum of Science & Energy and other city and county organizations in promoting the train through TV and newspaper articles created enormous demand and support for the train. This support has allowed SARM to display some of their collection of artifacts and to hold well-attended slide shows in the area. Membership has also greatly increased as area residents join to work on the train or to participate in research on the equipment.

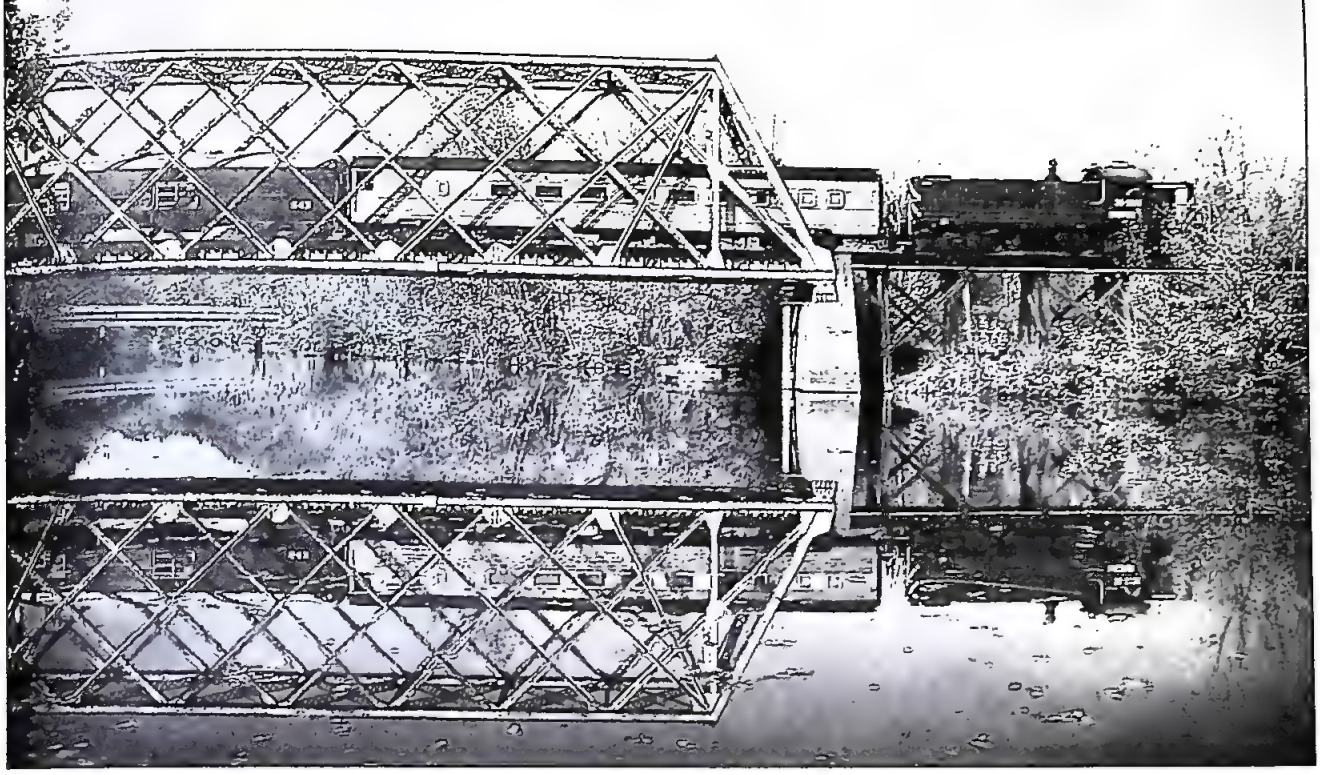
As important as the community's support is, the assistance of the companies and organizations at the Park has been vital. Support from the DOE, Bechtel Jacobs (the on-site facilities management company), and CROET (Community Reuse Organization of East Tennessee — a non-profit company established to find new uses for the existing and under-used facilities in the area) have greatly helped to open doors for SARM.

Is everyone ready for a train ride?

Train boarding takes place at the main entrance to ETTP on Tennessee Highway 58. After the required all-aboard and the banging of traps, the show begins. The RS1 up front begins its assault of the 1.4% grade heading into the technology park. A uniformed guard opens the gate as the train approaches and waves to the riders and crew as we pass. As soon as the gates are closed, the guard races the train to the back gate to let us back out. Meanwhile onboard, after an introduction of the carhosts, a local tour guide (occasionally a representative of Bechtel Jacobs or another on-site organization) begins a narrative about the history of the site and what went on over the many years. Passengers typically alternate between attentive listening and pushing their faces against the windows to see the many formerly secret installations.

As the train exits the park, a few finals words of caution are given and the train picks up speed as it descends into the Poplar Creek watershed, crosses a large steel bridge, runs around a TVA substation and passes along a series of rock ledges. The country is typical rural east Tennessee — rolling pasture and forested mountains. Deer and wild turkey are frequently seen along the route as the track curves through the valley following Poplar Creek and country roads while the train provides a smooth 20 miles-an-hour adventure.

After about six miles, the train stops near Blair, a small community which represents the line's connection to Norfolk Southern and was used in a scene from the movie *October Sky*. There the passengers are given the opportunity to watch for main line action, to wave at the train's engineer (a big surprise to most as he sometimes is a she), and to walk the train without the usual rocking action. Most passengers have already explored the baggage car and hung out the open doors, but just about everyone winds up there during the break. After a few minutes, the train reverses its direction and returns to the boarding location. Instead of stopping at the restored WWII-era guard house/ticket office, however, the train heads on over to the future home of SARM at the location of the old Southern diesel shop. After another reversal of the train, the



SOUTHERN FREIGHT LOGISTICS RS1 39-5308 leads a northbound Secret City Scenic train across the 150-foot long "lattice bridge," which straddles Poplar Creek just north of the ETTP facility, on October 25, 1998. This location quickly changes the rider's experience from one of industrial history to rural scenery. Between the trip's departure point and the bridge, the train traverses the facility famed for the Manhattan Project.

passengers are returned to the boarding site and the end of their journey.

The entire train crew is made up of SARM members who volunteer their time to make the operation a success. Everything from equipment repair to ticket sales is handled by the more than 100 members of the Museum. In fact, during the entire one-hour and 30-minute trip, nearly a dozen volunteer car hosts and officials of the park are happy to provide information to passengers. Adding to the information from the carhosts are the many new stories told to the crew by the passengers. Just about every trip will have someone living along the line or former workers at the plant aboard to add to the growing history about the various locations passed.

Future plans

Southern Appalachia Railway Museum still has a lot of room to improve their excursion train. The dining car (former Southern 3164 — famous for being pushed inside of the Southern station at Knoxville during a rail accident) was added in 1999 and a second and third coach (former Central of Georgia cars Nos.663 and 665, joining currently operating 664) are under repair to allow for a more roomy environment. The demand for caboose tickets has the museum acquiring several more for the future. A season of operating has given the group an idea of what promotions work (almost anything involving tree colors, the caboose or Santa Claus) and where its riders are coming from (more than 40 states so far and several foreign countries). SARM has also learned that their unique route through a historic facility is a great help. Many riders come just for the opportunity to see the former Manhattan Project site with little initial interest in the train.

Besides operating at Oak Ridge, SARM has operated charter trips as far west as Oklahoma and continues to look for ways to turn a steel wheel on steel rail. A recent addition to their excursion program was the beginning of a series of seasonal dinner train trips. This action was prompted by the enormous interest in the dining car and the number of dinner charters which have been operated for companies, conventions and private groups.

The East Tennessee Technology Park has also benefitted from all of this attention. The openness and friendliness of the train's staff has reduced many concerns about the plant, and DOE officials now more than ever recognize the tourist potentials of Oak Ridge's history. The operation of the train has also provided additional funding and knowledge that will help keep the railroad in place at the Park. With the assistance of CROET, SARM is in the process of acquiring land at ETTP where a museum building and display tracks will allow the displaying of equipment and materials from the area's railroad history. A groundbreaking on March 6, 2000, attended by numerous individuals from governmental and private organizations, kicked off the commencement of these plans.

At this time, the Secret City Scenic Excursion Train doesn't operate every weekend but tries to schedule the trips around spring and fall colors and area celebrations. Because of this, and the high demand for tickets, advance reservations are recommended, but those dropping by can generally be squeezed in somewhere. Future plans call for more regular operations as the museum's buildings go into service.

Oh, the name. Many people have asked about the Secret City Scenic name. I confess that I stole it. The City of Oak Ridge advertises itself as America's Secret City due to the fact that it was a gated and secured community up until 1949. It has a unique ring to it and it seems to be catchy. There are a number of museums and historical sites in the area related to the war effort and the train seems to fit right in. So come on by and ride a unique train with no particular destination but a lot of interesting points in between.

Information on the train's operating schedule for this season can be obtained by sending an SSAE to SARM at P.O. Box 5870, Knoxville, Tennessee 37928.

JIM BOYD

IT'S FUNNY SOMETIMES how one can mimic another's work and not even know it, particularly more than 30 years after the fact, and then not notice it for another two years. The mimicry here involves this shot of Burlington Northern train No.52 out of Tacoma, Washington, bound for Chicago. I panned this train quite simply because I was bored and decided to try something different after a day of shooting the BN's C&I main line through northern Illinois. So, as No.52 descended into the Rock River Valley at Oregon on December 16, 1995, I set my shutter speed at ⅛₀th of a second, waited until SD40-2 No.7877 filled most of the frame during the pan, and then released the shutter. Little did I realize (and then not until late 1997) that I created much the same effect that one Jim Boyd did at the same spot in the same month in 1964, though of a subject much less common than a BN SD40-2.

In December 1964, Jim panned Chicago, Burlington & Quincy E5 No.9912A as it slowed for the station stop at Oregon with westbound train No.21, the *Morning Zephyr*. As it turned out, his photo was the last one featured in the late Don Ball's first all-color book, *America's Colorful Railroads*, with an apt extended caption and Jim's epilogue recounting the change from first generation diesels — the 9912A being part of the LaGrange graduating class of 1940 — to those of the second generation — which the 7877, another LaGrange graduate, belongs to.

And as Jim and I stood in the same place taking similar shots 31 years apart, we also captured similar transitions in both motive power and railroading itself. The 9912A was a first generation diesel working a few years after second generation units started plying the nation's rails, just as the 7887 was a second generation unit working a few years into the appearance of the third generation motive power.

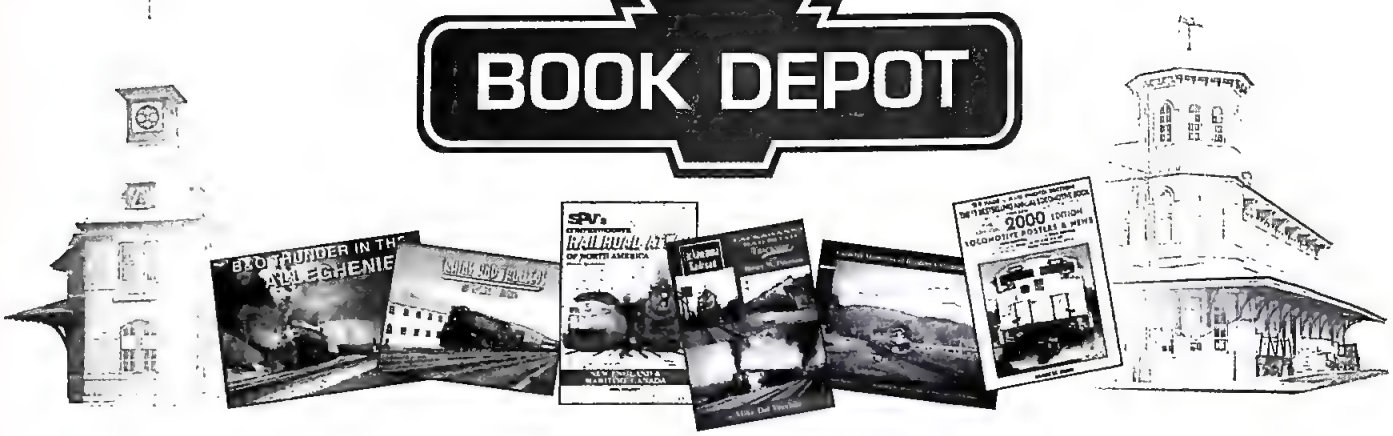
The 1960s, like the 1990s, was a decade of drastic transformation in railroading as carriers dropped passenger train schedules as fast as the ICC would allow, and mergers swallowed carriers like Chicago Great Western, Nickel Plate, Wabash, Minneapolis & St. Louis, Lackawanna, Erie, Pennsylvania and New York Central. The 1990s saw more of the same, sans the massive train-offs for passenger trains, as mergers saw the disappearance of the Chicago & North Western, Soo Line, Southern Pacific and Burlington Northern, not to mention line sales that created the I&M Rail Link and saw the Chicago Central re-absorbed by Illinois Central.

Between those 30-odd years when Jim and I stood in the same spot creating the same photographic effect, railroading is not all that much different, and not even close to being the same.

Not Much Different, And Not Even Close

by Andrew S. Nelson

BOOK DEPOT



***NEW!* B&O Thunder in the Alleghenies (C00097)**, Mellander. New edition of a classic! A photographic look at mountain railroading in the final days of steam and early days of diesel. Focuses on legendary B&O places like Sand Patch, Magnolia Cut-Off, Seventeen Mile Grade and more. 80pp soft $14.95

***NEW!* Official Locomotive Rosters 2000 Edition (A17043)**, Kerr. The brand new edition of the annual best-seller includes 800 railroad rosters. An indispensible reference tool! Includes 24 full-color builder's photographs. Pocket size, soft $26.95

***NEW!* Lackawanna Trackside (A14311)**, Del Vecchio. Former R&R associate editor Mike Del Vecchio assembles the photographs of Henry Peterson for an all-color look at the Lackawanna Railroad in the 1950s steam-to-diesel era.128pp hard $54.95

***NEW!* Colorful Memories of Reading's Shamokin Division (A16871)**, Bernet. An all-color gallery of classic, '50s and '60s photography on the scenic Shamokin Division. Locations include Pottsville, Cressona, St. Clair, Schuylkill Haven and many more. 48pp soft. $19.95

***NEW!* R.R. Atlas (Vol. 10): New England & Maritime Canada (A00962)**, Walker. Detailed rail maps of the New England states (ME, VT, NH, MA, RI and CT) and Maritime Canada. Maps reflect post-Conrail split. soft $23.95

***NEW!* Trains and Trolleys (A17098)**, Mead. A splendid collection of photographs of long-gone steam, electric traction and first generation diesel from the 1940s through the '70s. Includes many rarities like streetcars in Westchester County, New York, and more. 112 pp soft $18.95

Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .$44.95

Burlington Northern into the 90s (A15652), Shine. BN motive power in the early 90s. 208pp hard $48.00

California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard $46.95

Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft $19.95

Cascade Division (A17070), Burwash. B&W photos of BN and Milwaukee Road in Washington. 128pp hard.....$39.95

The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard $35.00

CF7 Locomotives (A12500), Poole. Comprehensive illustrated history with roster info. 112pp, soft.....$24.95

The Chili Line (A14150), Dorman. B&W look at the D&RGW branch from Antonito to Santa Fe. 215pp, hard $44.95

Colorado Midland Locomotives (A00925), Special reprint of the popular Colorado Midland issue of *Locomotive Quarterly*. Includes additional photos and detail on the first standard-gauge railroad through the Rockies. 32pp. soft.....$8.00

A Colorful Look at C&NW (A16868), Bernet. All-color pictorial of C&NW diesels. 48pp. soft $19.95

Coal, Cinders and Parlor Cars (A16026), from the Colorado Railroad Museum. A detailed look back on a century of Colorado passenger trains, including some on the Joint Line. 236pp hard $39.95

Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft $15.95

Covered Wagon Mystique (A13050), Humphrey, Cross. All-color look at F-units in the modern era. 96pp, soft.....$32.95

Denver & Rio Grande Western: Superpower Railroad of the Rockies (A17302), LeMassena. The renowned steam locomotive expert takes a look at the Rio Grande's standard gauge steam in the "big power" era. Profusely illustrated in both black & white and color. 112pp hard $28.95

Dinner is Served (A12047), Loveland. Inside SP's dining car operations, includes recipes. 242pp, hard.....$39.95

Done Honest & True (A13285), *Steinheimer and Benson* Richard Steinheimer's railroad photos. 96pp. soft.....$29.95

Donner Pass (A12026), Signor. Illustrated history of famous Sierra crossing. 290pp, hard $57.95

Durango: Always a Railroad Town (A14151), Dorman. D&RGW and RGS scenes in B&W. 218pp, hard $42.95

Fiddletown & Copperopolis (A12604), Fallberg. Humorous history of fictitious narrow gauge line. 144pp, soft.....$14.95

Ghost Train! (A17255), Reevy. Entertaining collection gathers 90 ghostly tales of the rails. 160pp, hard.....$14.95

The Gilpin Gold Tram (A12613), Ferrell. Colorado's unique two-foot mine railroad. 120pp hard $32.95

Great Adventure (A17075), Burwash. Modern day railroading on BNSF's Stevens Pass in b&w.128 pp, hard.....$39.95

The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard.....$45.95

Great Northern Pictorial Vol.3 (A15654), Strauss. Passenger streamliners in color and B&W pics. 152pp hard ...$49.95

Great Northern Color Pictorial Vol.2 (A15653), Shine. 2nd generation diesels. 128pp hard $49.95

Great Rail-Trails of New Jersey (A17021), Della Penna. The guide to trails in NJ. 195pp (plus map section) soft.....$16.95

Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....$12.95

Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft $13.95

Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft $15.95

The Mighty 800s (A14001), Kratville. Story of the UP 4-8-4s. 144pp hard $35.00

Minneapolis & St. Louis in Color (A14301), Green. Colorful diesels and some steam. 128pp hard.....$49.95

Motive Power of the Union Pacific (A14005), Kratville & Ranks. Steam and early diesels. 327pp hard.....$52.50

Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft $14.95

Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard.....$20.00

NYO&W in the Diesel Age (A13813), Mohowski. Much more than just a picture book, Mohowski provides a well-researched look at the "Old Woman" from the end of steam right up until the final days. 96pp soft $29.95

NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard ...$62.50

Nevada County Narrow Gauge (A12630), Best. Illustrated history of California mining railroad. 215pp, hard.....$39.95

Northwest Passage (A14553), Leachman. Brilliant, all-color book on BN in Pacific Northwest. 160pp, hard.....$59.95

The Overland Route (C60), Grenard & Krause. Nice B&W pictorial of UP steam (and early diesel). 82pp soft $12.95

Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....$47.95

The President Travels by Train: Politics & Pullmans (A17299), Withers. An excellent history of Presidential rail travel from 1830 to 1996, with consist detail and many interesting, rare photographs. 422pp hard $39.95

The Railroad Night Scene (A15904), by Cook & Boyd. All-color pictorial on photographing trains at night by two of the field's experts. Numerous railroads and eras are covered. Includes detailed "how to" explanations. 130pp hard $44.00

Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft $24.95

Rails to San Francisco Bay (A13427), Demoro & Sappers. A fascinating pictorial look at railroading in Northern California: SP, WP, ATSF and interurbans. See some of the activity that inspired Railfair! 96pp soft $15.95

The Railroad That Lighted Southern California (A13254), Johnston. Building the Big Creek dam. 128pp hard ... $28.95

Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard $41.95

Rio Grande Southern II (A14154), Dorman. Photo-packed history of RGS from 1890 to 1951. 344pp, hard.....$59.95

Rocky Mountain Railroads: Rio Grande Southern (A14155), Dorman. Many rare color photographs of the beloved narrow gauge line make this an essential volume for the RGS fan. 90pp. soft.....$31.95

Santa Fe 1940-1971 In Color Vol.1 (A14269), Stagner. Chicago to Kansas City. 128pp hard $49.95

Santa Fe 1940-1971 In Color Vol.2 (A14281), Stagner. Kansas City to Albuquerque. 128pp hard $49.95

Santa Fe 1940-1971 In Color Vol.3 (A14282), Stagner. Albuquerque to Los Angeles. 128pp hard $49.95

Santa Fe 1940-1971 In Color, Vol.4 (A14291), Stagner. Santa Fe action in Texas and west to California. 128pp hard $49.95

Southern Pacific Oregon Division (A14550), Jennison, Neves. All-color pictorial in the diesel era. 128pp hard $59.95

Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard.....$17.00

Southern Pacific of Mexico (A12030), Signor & Kirchner. The SPdeM to Guadalajara. 168pp hard.....$39.95

Street Railways and the Growth of Los Angeles (A12037), Post. The first trolley era in L.A. 188pp hard $48.95

SP in the West, Part 1: Hard Road to Promontory (A17071), Fox. Overland Route in B&W. 80pp hard $34.95

Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95

Supertrains: Solutions to America's Transportation Gridlock (A00804), Vranich. A detailed, interesting examination of rail passenger service — how Europe has used it successfully, and how the United States still can. 406pp hard $35.00

Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95

Trackside Around Chicago: 1957-1965 (A14309), *DeRouin.* Latest in the popular series looks at the incredible variety of Chicago railroading in the era. A wealth of colorful images highlight many fallen flags. Relive an exciting era in Midwest railroading! 128pp. hard $54.95

Train Master (A16137), Sweetland. Illustrated look at all F-M Train Master owners. 112pp, soft $29.95

Trains of America (A12607), Heimburger. Color coverage of steam and early diesels. 204pp hard $44.95

Tehachapi (A12023), Signor. SP and Santa Fe over the mountains and around The Loop. 278pp hard $54.95

Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95

Those Magnificent Trains (A15600), Ditlefsen. Color pics and short stories. 88pp soft $14.95

Twilight of the D&RGW (A17072), Fox. Pre-SP Rio Grande action in dramatic black & white. 80pp hard $34.95

Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft $8.50

Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard $39.95

Union Pacific Official Color Photography, Book 2 (A14308), Schmitz & Yanosey. A second volume of official company photographs illustrating the Union Pacific's famous Armour yellow scheme through the years — on both passenger and freight equipment. 128pp. hard $54.95

Union Pacific's Sherman Hill in the Diesel Era (A16146), Wolff. UP's famed Sherman Hill has played host to a wide variety of diesel power over the years. It's all captured here in a remarkable volume of black & white and color photography from the 1960s to today. 224pp. hard $48.00

Union Pacific Cheyenne West (A17073), Fox. Contemporary UP action in the mountains. 96pp hard $37.95

UP Official Color Photography Book I (A14284), LeMassena & Yanosey. Many rare gems grace this gorgeous pictorial of UP steam and vintage diesels. 128pp hard $49.95

UP Locomotive Directory 1998 (A16139), Strack. Detailed roster with B&W photos. 208pp, soft $19.95

West From Omaha (A16705), Pfeifer. Oversize color album of classic Western railroading. 208pp hard $59.50

Western Pacific Locomotives and Cars (A17264), Dorin. A color and B&W look at the steam, diesel, passenger and freight equipment of the WP. Includes detailed rosters and equipment diagrams. 128pp hard $24.95

White Pass and Yukon Route (A15125), Cohen. Historical photo coverage. 104pp soft $9.95

American Locomotives in Historic Photos (A14400), Ziel. A sampling of steam power. 130pp soft $12.95

Allegheny - Lima's Finest (A14551), Huddleston, Dixon. History with numerous b&w photos. 245pp hard $44.95

America's Workhorse Locomotive: the 2-8-2 (A13428), LeMassena. Pictorial summary. 80pp soft $14.95

Atlantic Coast Line.: The Diesel Years (A16136), Calloway. B&W pics, rosters, drawings, more. 192pp hard $49.95

America's Rail Pictorial (A12627), Porter. All-color look at U.S. railroads from 1950s through 1970s. 151pp hard $44.95

Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft. $15.95

Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95

Atlantic Coast Line Passenger Service: Postwar Years (A17301), Goolsby. Nicely illustrated in color and black & white. Traces the history of ACL passenger trains from the postwar era, to the SCL merger and Amtrak 142pp. hard $26.95

Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft... $15.95

B&O Cabooses (A17261), Jones. Photos and diagrams of B&O cabooses from oldest to newest. 124pp hard $26.95

B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft $15.95

B&O Passenger Service 1945-1971 Vol. 1 (A17284), Stegmaier. Illus. history of National Ltd. route. 116p, hard $24.95

B&O Passenger Service 1945-1971 Vol. 2 (A17266), Stegmaier. Illus. history of Capitol Ltd. route. 148pp hard $26.95

B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard $50.00

Berkshires of the Nickel Plate (A17259), Holland.Illustrated history from development through fantrips. 124pp, hard ... $26.95

Burlington Route Color Pictorial Vol. 1 (A15655), Holck. CB&Q in steam-to-diesel transition. 128pp hard $49.95

Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard $49.50

Cape Cod Railroads (A15550), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard $39.95

Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft $18.95

Chessie's Road (A15252), Turner, Dixon & Huddleston. Revised history of C&O from steam to CSX. 323pp hard .$38.95

Chessie System Diesel Locomotives (A17300), Doyle. A detailed, all-color look at the motive power of the Chessie System. Includes roster and paint data, and details on power from all three of the line's component roads. 108pp. hard.... $36.95

Chessie System Cumberland Action (A12502), Biery. An all-color look at the fascinating railroad action in and around the Cumberland, Maryland, area in the colorful Chessie era. Packed with photos, an interesting text and a wealth of details, including roster data, maps, employee timetable information and more. 112pp. soft $39.95

Classic Diesels of the South (A17257), Lamb. B&W pictorial of diesels through the '70s. 117pp hard $26.95

Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft $11.95

Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard $49.95

Chicago Surface Lines (A14452), Lind. History of Chicago's streetcar system. 496pp hard $35.00

Circus Trains, Trucks & Models (C70), Carstens. Photos, stories and memorabilia. 52pp soft $12.95

Encyclopedia of Trains & Locomotives (A12626), Riley. Railroad people, places and machines. 224pp, hard ... $22.98

EMC's FT (A16135), Diesel Era. Extensive, illustrated coverage of the "revolutionary diesel." 130pp soft $24.95

Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft $21.95

Fairbanks-Morse Locomotives in Color (A14300), Boyd. Comprehensive survey of F-M owners. 128pp hard $49.95

Great American Railroad Stations (A14020), Potter. Classic surviving stations in all 50 states. 570pp soft $29.95

Green Bay & Western (A14552), Mailer. Complete history with b&w photos, rosters. 353pp, hard $47.95

Golden Decade of Trains: 1950s in Color (A14266), Malinoski. Classic imagery across North America. 128pp hard $45.00

GP20 and SD24: EMD's Turbocharged Duo (A16144), Diesel Era. Rosters, photos, fold-out drawings. 152pp, soft $29.95

To Order Call Toll Free 1-800-474-6995 24 Hours a Day.

(Please have credit card ready; this number is for orders only, not customer service.)

Or Fax Your Orders To Us: 1-973-383-4064

To Order On-Line, Go To: www.railfan.com

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)

Please send books indicated below:

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

CHARGE TO: ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA ☐ Discover exp. ___/___/___

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

CITY _____ STATE _____ ZIP _____

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

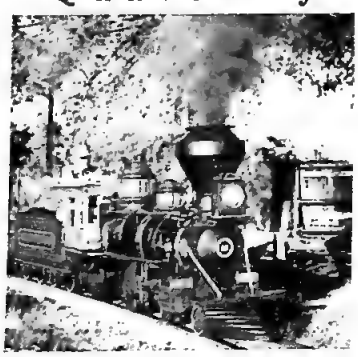
SAND PATCH
B&O/Clash of Titans/PRR
by Charles S. Roberts
Cumberland to Connellsville and branches 1837-1993. Hard, 224 pgs, 319 illus (44 color), 8½ × 11", $50.00, 4.00 delvy, 2.50 MD Tax. BARNARD, ROBERTS & CO., P.O. Box 7344, Balto. MD 21227. (410) 247-2242. V/MC. At serious dealers.

PASSENGER CARS
Some ex-LIRR cars still available. Ex-LIRR commuter coaches now being retired from service. Air-conditioned/heated. Up to 123 seats in 2-3 seating, some with toilets. 650 v.d.c. OR on board diesel generator with 208 v.a.c. $17,000 to $25,000 each. Call Ken Bitten (717)235-3457 or e-mail ncry@nfdc.net.

Canadian Railway Books
We have now published almost 70 pictorial reviews of Canada's railways. For complete information see our website at: http://www.cadvision.com/brmna/ send a SAE to: Donald Bain, BRMNA 5124 33 St. N.W., Calgary, Alberta, Canada T2L 1V4 or leave a massage on 1-800-340-3108

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858
PHONE (914) 693-5858

Grand Scales
Quarterly



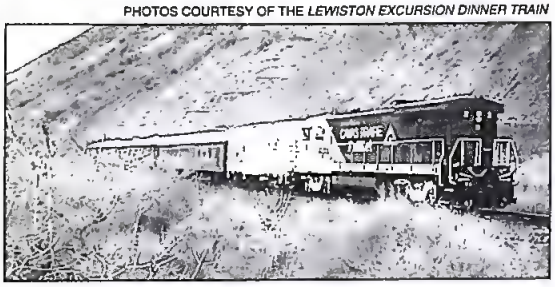
The unique journal dedicated to 12" gauge and larger scale railways.
Full Color Magazine
530-527-0141
Robinson & Associates
P.O. Box 8953, Red Bluff, CA 96080
Fax 530-527-0420
$20 US / $25 International
www.grandscales.com

Need Help Placing an Ad?
Call or Write: Pieter Uptegrove
Advertising Sales Manager
Carstens Publications
P.O. Box 700, Newton, NJ 07860
Tel. 973-383-3355

The accidental dinner train

AS A BOY GROWING UP in Lewiston, Idaho, Charles D. ("C.D.") Smith would spend his Friday evenings down at the Union Pacific depot. "I wanted to watch the passengers get on the night train," says C.D., "and see the big Pacific pull the train out of town and head down the river. I was always thrilled by the sights, sounds, and smells of that train. That's where my love of trains was born." It's a story many a railfan will recognize. In this case, though, it parented a dinner train. And that was a happy accident.

PHOTOS COURTESY OF THE *LEWISTON EXCURSION DINNER TRAIN*



***THE* LEWISTON EXCURSION DINNER TRAIN** *operates over Camas Prairie RailNet using a B23-7 from the host railroad (**above**). Former Union Pacific dining car No.4052 seats 100 people in two seatings on each trip (**below**).*

C.D. Smith is the founder and president of the Lewiston Historic Live Steam Railway Company, a not-for-profit group established in 1984 to construct a museum and cultural complex in Lewiston. "By the early 1980s," says Smith, "lumber and farming, our community's historic mainstays, were in decline. Our group was and is committed to tapping into the growth of cultural tourism. We set out to establish a railway museum and a science center, and to house them in a newly-built station." That plan included converting a railway car into a travelling museum that could bring the area's history and character to communities and school children along the old right-of-way.

The group took its idea to the management of the Camas Prairie Railroad, back then a joint operation of BNSF and UP. "We were turned down flat," says Smith. When the Camas Prairie was sold recently, and became Camas Prairie RailNet, Smith's group tried again, and this time found a management more responsive to excursion operations. The challenge then became to create a business plan, find operable equipment, and get the trains running in the time allowed.

The railroad stork arrives

Last summer, with the deadline for a start-up fast approaching, C.D. and fellow board member Jerry Curtis made a call on the Mount Rainier Scenic Railroad in Elbe, Washington. In their search for excursion cars, they encountered Bob Thurston, who owned and operated three cars as the *Cascadian Dinner Train*. Smith and Curtis learned to their delight that Thurston was planning to retire and was of a mind to sell his train set. A deal was worked out that evening. C.D. Smith uses the term "railroad stork" to describe his good fortune. "It made its delivery on August 18, 1999," he says. "We went looking for a passenger train and couldn't find one. But we did find a dinner."

With its first run commencing on December 7, 1999, the *Lewiston Excursion Dinner Train* now operates over track owned by Camas Prairie RailNet. Departing downtown Lewiston (Fifth and Railroad Streets) at 1:00 p.m. every Saturday between Memorial Day and Labor Day (more frequently as demand dictates), and on special occasions throughout the remainder of the year, the train maintains a leisurely 15 miles-per-hour pace to Lenore, 28 miles east. It travels over a portion of the country explored by Lewis & Clark during their historic expedition in 1806, through the rolling hills and farms of northern Idaho, passing through a steep volcanic river canyon where striations of lava separated by millions of years between flows are visible, and crosses the Nez Perce Indian Reservation.

"Stand where presidents have stood," the literature says, "and dine like Presidents have dined." That's true. The three cars that make up the train set (not including the boxcar holding a generator and storage refrigerators) were built by Pullman in the 1920s, and restored in 1976 to be included

in the *American Freedom Train* that marked the nation's Bicentennial. They are ex-Union Pacific dining car No.4052, which seats 50, a club car, and an observation lounge which features a snack bar and open platform. The passenger equipment color scheme is deep red sides, white roofs and gold lettering. A GE B23-7, furnished and operated by the Camas Prairie RailNet, heads up the consist. Gerald Ford and Ronald Reagan were once guests on board

RAILFUN
by CURT KATZ
24 Does your
25a Number of people residing at this address
25b Number of foamers residing at this address
26 If then
If you are a steam enthusiast, answer questions 161 through 844.
If not, skip to question GP9.
HI, POP. WATCHYA BEEN DOIN' THE LAST HOUR AND A HALF?
AS A GOOD CITIZEN, I'M FILLING OUT MY CENSUS 2000 SHORT FORM RF.
RF? WHAT'S THAT?
All answers will be kept confidential, except those shared with the Federal Railroad Administration and your local mental health agency.
"RAILFAN," OF COURSE.
Census 2000
"YOU FILLED OUT MY CENSUS... WHILE I WALKED IN THE FOREST..."

the *AFT*. Queen Elizabeth, too, who was said to favor the observation-lounge car.

On the run to Lenore, guests at the first seating enjoy a four-course dinner offering a salad, hors d'oeuvres, a choice of Slow-Roasted Wild Cherry Smoked Prime Rib, Savory Baked Pacific Northwest Salmon or Honey Dijon Chicken and, for dessert, Cheesecake. Meals are prepared on board, and are the creation of Food Director (and Board member) Jerry Curtis, who earned his service stripes as an executive with a food service affiliate of Marriott Corporation. Fine wines are offered to complement his meals. All of this is served up in splendor, with attentive tuxedo-clad waiters, and linen, china, and silver at table.

Meanwhile, another 50 guests, the second seating to be served dinner on the return run, are in the club enjoying live entertainment — "Sometimes we've got a singing postman, who's a local celebrity, sometimes a one-man band and more," says Smith — or in the observation-lounge relaxing, swapping stories, and taking in the view.

At Lenore passengers can detrain to watch the locomotive run around the train set for the return trip. Passengers reboard in reverse roles, with the second seating commencing on departure. Return to Lewiston is scheduled for 6:00 p.m. Mileage collectors note — this track that last saw passenger service on August 11, 1965.

For more information, or to make a reservation, call the *Lewiston Excursion Dinner Train* at 888/RR-DINER (773-4636) or 208/743-2233 or visit *www.rrdiner.org*.

More from Lewis & Clark country

The *American Spirit*, with new, fully restored streamliners — including domes — begins operation in the Rocky Mountain and Pacific Northwest regions this summer. And, yes, it includes a dining car (although breakfast and lunch are enjoyed off-train on each of the train's twelve tours). "We operate one full dining car," says *American Spirit* Onboard Manager Mike Phillips. "It's the Budd-built *Missouri River*. It includes a kitchen, galley and seating for 48 at twelve tables." By coupling to the B-end of the dome-lounge car, with five additional tables, lunch is served to 136 passengers in two back-to-back seatings of 68 each. "'Big Sky Class' passengers ride in the dome cars and enjoy a dinner-sized lunch offering three entrees," says Phillips. "One run may offer Pork Roast with Apple Brandy Glaze, Oregon Bay Shrimp Louie Salad, or Tarragon Dijon Chicken with either Herbed Wild Rice or Rosemary Red Roasted Potatoes, and vegetables of the season. Returning the entree might be Poached Salmon or Bison Burgers." Meals are prepared on board by a crew of four in the kitchen and served by a wait staff of three or four. "Explorer Class" offers coach seating and a deli-style box lunch served at your seat. "That might be a ham, salami and Provolone sandwich with pasta salad, chips, fruit or raisins and a beverage," Phillips says. For more information or to book a trip on the *American Spirit*, call 888/533-7245 or visit *www.americanspiritrail.com* on the Internet.

Dinner Train update

Illinois: Menus for the first two of three weekend runs of the *Nebraska Zephyr*, a restored 1936 streamliner operated by the Illinois Railway Museum, have been announced. At 5:00 and 7:30 p.m. on both Saturday, May 28th, and Sunday, May 29th, enjoy a Sausage and Spinach Appetizer, Italian Antipasto Salad, a choice of Baked Salmon with Bread Crumb & Cheese Crust or Veal Spedini, served with Roasted Garlic Potatoes and a seasonal vegetable from America's heartland, followed by Cheesecake with Raspberry Melba Sauce. At 5:00 and 7:30 p.m. on July 15th only, Steamed Mussels Pomodoro, Greek Salad, either Coconut Almond Crusted Walleye or Blue Cheese Stuffed New York Strip Steak, with Roasted Garlic Potatoes and seasonal vegetables and Chocolate Truffle with Strawberry Sauce. Priced at $75 per person ($125 for seating a party of up to four in the Private Observation Car), meals are cooked on board by volunteers under the watchful eye of Chef Philly of Springfield, Wisconsin, and served as the train moves through rolling Illinois farm-land on the IRM's mainline. Seating is limited to 32 for each departure. The final runs are on September 23rd and 24th. Call the Illinois Railroad Museum at 815/923-4391 to request a brochure or to make a reservation.

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

Conquering the Appalachians
by Mary Hattan Bogart

From the photos and records of W. C. Hattan a civil engineer, who built much of the Western Maryland and Clinchfield, this 216 page hard cover book chronicles railroad construction through the Appalachians and includes nearly 300 photos. $52.95 plus $4.30 shipping

Boston's Depots & Terminals
by Richard C. Barrett

Here is the story of Boston's depots in a 240 page hard cover book with over 300 photos and illustrations. $54.95 plus $4.30 Priority Mail shipping.

Upstate Odyssey
by Mary Hamilton Dann

Photo and text coverage of the Lehigh Valley Railroad from Geneva, west to Buffalo & Niagara Falls. $29.95 plus $3.20 Priority Mail shipping.

New York State orders must include applicable sales tax

RRP Railroad Research Publications
PMB 266, 3400 Ridge Rd W., Ste. 5
Rochester, New York 14626

WHAT DO YOU GET...

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

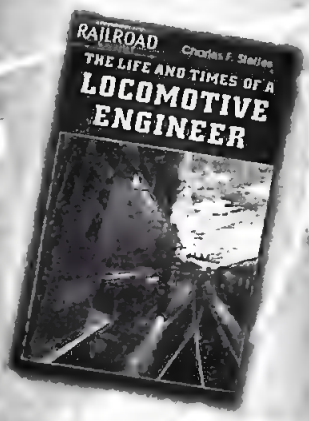
SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58547-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740

The Life and Times of a
LOCOMOTIVE ENGINEER
by Charles F. Steffes

Charles Steffes worked as a fireman and locomotive engineer on the Southern Pacific from 1937 until his retirement in 1976. His humorous and insightful autobiography brings to life a time of transition on the rails — the historic change from vintage steam power to first generation diesels.



Steffes details the glory days of this exciting era in railroading in California — before, during and after World War II. Attempting to enlist in the Seabees, Steffes discovered that the SP had gotten him an essential war deferment. See what it was like during the hectic war years as traffic grew heavier, and the changes wrought by diesel locomotives. $19.95 +S&H

TO ORDER CALL TOLL FREE:
1-800-474-6995
Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

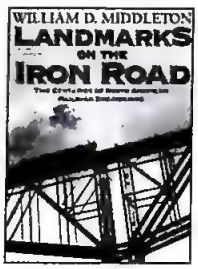
Railroadiana

New product news and reviews

BOOKS

Landmarks on the Iron Road

By William D. Middleton. From Indiana University Press, 601 North Morton Street, Bloomington, Indiana 47404-3797; 800/842-6796. Hardcover, 185 8½"×11" pages; $39.95 plus $5.00 shipping.



Railroad construction is, by nature, a difficult process, requiring ingenuity and great engineering know-how. When building a railroad, the goal is to build the flattest route possible for the least amount of money. Thus, railroad engineers tried to avoid choosing routes with natural obstacles that made building difficult or expensive. Sometimes, however, it was not possible to build around every obstacle that lay in the path of a railroad, and the builders were forced to devise methods to solve the problems at hand. Mile-long tunnels through granite, snow sheds in mountain passes and thousand-foot long trestles over valleys and rivers were some of the ways that engineers were able to overcome the obstacles that faced them.

In his new book, *Landmarks on the Iron Road*, William Middleton takes a look at the construction of some of these "marvels of engineering," which were used to conquer every type of terrain imaginable. Middleton, a civil engineer and railroad historian, combines his interest in these two fields to provide a fascinating look at the engineering wonders of North American railroading.

The book begins with a brief history of railroad engineering, from its beginnings in England. There are five chapters: Across the Waters; Across Great Mountains; Railroads Below Ground; Yards, Docks & Terminals; and Lost Landmarks. Each section begins with a short history of engineering in that specific field. Here, Middleton uses his engineering knowledge to explain to the reader the various methods of construction that were used at different times, and how new ways were discovered. The author also provides biographies of some of the major figures in North American railroad construction.

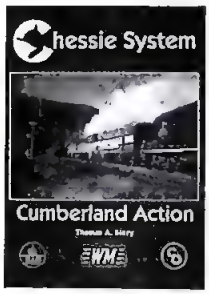
One thing this book does extremely well is to illustrate the ideas presented. There are portraits of many of the prominent engineers, in addition to at least two pictures of nearly all the structures mentioned in the book. Many of these pictures were taken during the construction, and really give the reader a feel for the magnitude of these accomplishments. For an even better feel, though, Middleton even provides directions to each site in his book.

The chapter on Yards, Docks & Terminals, provides information on the many-times overlooked efforts that are required to build these huge facilities, such as Enola Yard in Enola, Pennsylvania, with the capacity to hold several thousand freight cars at once. The final chapter, Lost Landmarks, tells the story of some of the most memorable railroading achievements, which have fallen victim to the forces man, nature and time. One of these marvels was Henry Flagler's extension of the Florida East Coast, which connected the mainland of Florida with Key West using a series bridges and fills that linked the islands of the Florida Keys. After only 23 years, though, this wonder of railroad engineering was abandoned by the FEC following a hurricane in 1935. The bridges and right-of-way were sold to the State of Florida, however, and it became part of the Overseas Highway to Key West.

While most rail enthusiasts are interested in the trains themselves, the structures that allow them to cross the tough geography of North America are just as interesting, and Middleton has provided a fascinating and informative look at some of the greatest of these structures ever created on the continent. This is an excellent book that should appeal to anyone interested in railroads.— *NICHOLAS D'AMATO*

Chessie System Cumberland Action

By Thomas A. Biery. From The Railroad Press, P.O. Box 444, Hanover, PA 17331-0444. Softcover, 112 8½"×11" pages; $39.95 plus $3.00 shipping.



Time Travel. . . What railfan hasn't thought of the possibilities it would create? Just the idea of seeing an Erie Triplex, or hearing a brace of New Haven DL109s sprinting along the Connecticut Shore Line at 70-plus miles per hour. (Isn't that right, J.B.?) What author Biery has done here is transport us back in time to 1984 and earlier with a superb collection of photographs of the Western Maryland, Baltimore & Ohio and successor Chessie System in the Cumberland, Maryland, area.

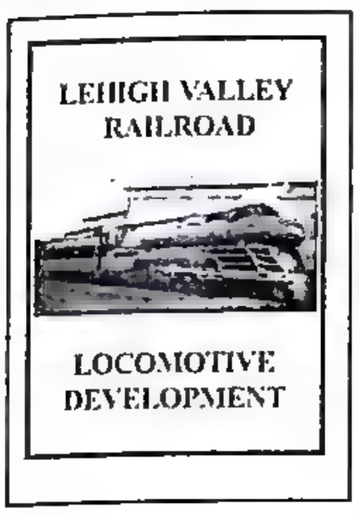
Starting off with a roster of all Chessie System locomotives as of July 1, 1984, the book proceeds with a brief history of railroad operations in the Cumberland area. Most of the coverage is of the three B&O main lines radiating out of this important junction. Coverage is also given to the branch and coal lines in the region, as well as the remnants of the Western Maryland.

Excellent photography and clean layout add much to this volume. Photos are rich and sharp, and leave a lasting impression of the glory days of the Chessie System in Cumberland. Sprinkled throughout the book are images showing the human element of the railroad — a nice touch that shows the pride and first class appearance and attitude of the railroad and its employees. An index, maps, employee timetable information and a bibliography are also included, rounding out a great

book that nicely documents the "heart" of the Chessie System. — *KERMIT E. GEARY JR.*

Lehigh Valley Railroad Locomotive Development

From Anthracite Railroads Historical Society, P.O. Box 519, Lansdale, PA 19446. Softcover, 38 8½"×11" pages; $10.00 plus $3.00 shipping.



This latest release from the ARHS — which covers the Northeast's departed anthracite coal haulers like Lehigh Valley, Reading, Lackawanna and Jersey Central — is a reprint of an historic Lehigh Valley internal document last updated in 1940.

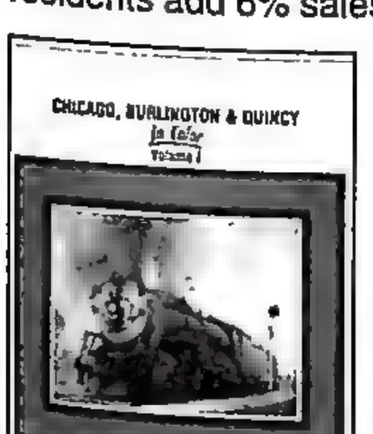
Originally prepared for the railroad's Superintendent of Motive Power, the document includes photographs and detail on each class of Valley power, from the *Delaware* (an 1855-built 4-4-0 that is considered the first locomotive built for the LV "proper"), through early groups of diesel-switchers purchased from Alco and EMD in the late 1930s.

For steam locomotives, among the data included for each class is builder, number of examples, year built, wheel-arrangement type, Valley class designation, cylinder and driver size, and measures for boiler pressure, tractive force, weight on drivers and total weight. For diesels, other similar, appropriate details are included. The Valley was a loyal Baldwin customer in the steam era, buying nearly all of the steam engines it didn't build itself (at its Sayre, Pennsylvania, shops), from the Eddystone-based builder, and in perusing the photographs, it's interesting to note the differences — and similarities — in the Baldwin products over the years.

The society has reworked the piece, which was originally issued as a 4"×5½" booklet, enlarging the photographs and resetting the type in order to print the spiral-bound document on standard-size paper. All in all, a good compilation of basic information on Valley locomotives through the years. — *G.F.*

Chicago, Burlington & Quincy In Color, Volumes 1-3

By Michael J. Spoor. From Morning Sun Books, 9 Pheasant Lane, Scotch Plains, NJ 07076. Each volume is hardcover, 128 8½"×11" pages. Volumes 1 and 2, $49.95; Volume 3, $54.95. Add $3.50 shipping. NJ residents add 6% sales tax.



Although when put into the perspective of today's mega-systems, the Chicago, Burlington & Quincy didn't quite live up to its slogan, "Everywhere West," it did seem to dominate the granger country between Chicago and Denver in style, if not in actual mileage. The "Q" had class and quality and variety. Its

B&O THUNDER IN THE ALLEGHENIES

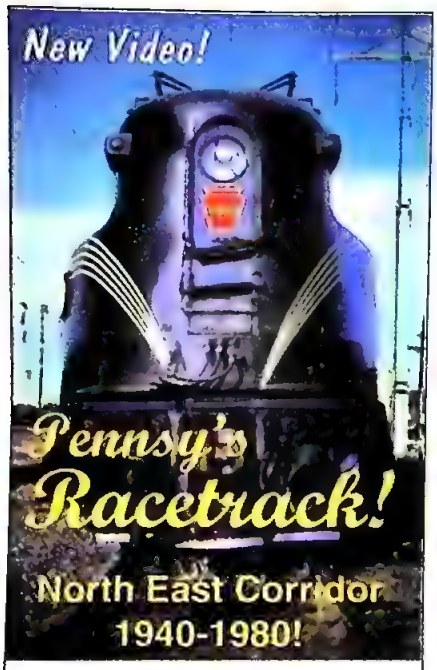
B&O THUNDER IN THE ALLEGHENIES
Deane Mellander. Back in a 3rd printing of this popular book featuring big articulateds, husky 2-10-2 types, streamlined P7 Pacifics and a variety of early diesels from EMD, Alco, Baldwin and Fairbanks-Morse. Covers the Cumberland Division and the East End of the Pittsburgh Division.11x8 80 pages.97-6. (00097). **$14.95**

BALTIMORE & OHIO HERITAGE
Krause & Crist. The B&O during the 1945-1955 steam to diesel transition. Photos of fabulous mallets, husky 2-10-0's, new FT diesels. Lots of smoke. 11x8. 52-6.(C00052). **$7.95.**

CUMBERLAND & PENNSYLVANIA
Western Maryland acquired the famous old C&P, and was absorbed by Chessie and CSX. Rare old loco photos and unsual gas-electrics operating in the Alleghenies. 11x8 42-9 (00063). **$9.95.**

Canadians add GST. NJ residents add state sales tax. Add $2.00for shipping is USA. 20% foreign. We must have street address for UPS shipment. We accept Amex, Visa, Master Card, Optima and Discover.

Carstens
PUBLICATIONS, INC.
P. O. Box 700, Newton, New Jersey 07860
Send stamped addressed No. 10 envelope for free catalog of books



From a historical overview to fast paced action, you'll return to the days of P5a's, GG1's, and other famed PRR electrics to the early years of Amtrak.

Item 037
Washington-New York
59 Mins. Just $39.95

Please add $4.00 p&h for 1 tape, $1.00 for each add'l.
FL residents add 6.5% sales tax
VISA/MC orders call toll free
1 (800) 783-3866
Mail orders send check or money order to:

HERRON VIDEO RAIL

Herron Rail Video
2016 N. Village Ave., Tampa, FL 33612
Web Page: www.herronrail.com

steam locomotives were either butt-ugly or strikingly handsome but always distinctive, and its stainless steel Zephyrs were the very essence of the streamliner era. Its Geeps and F-units were handsome classics of their era, and the new image Chinese red on the chop-noses was as attractive a second generation scheme as would ever be seen.

Beginning with images as early as 1941, Mike Spoor has (so far) gathered and presented three volumes of impressive color photography of the now classic Burlington. *Volume 1*, published in 1994, begins at the bumping post of Chicago Union Station and geographically covers the "lines east" in the steam/diesel transition era north to the Twin Cities, west to Council Bluffs and south to Centralia, Illinois. The steam images, well exposed and nicely lighted, capture everything from the mighty 2-10-4s of Beardstown to Galesburg's O5 4-8-4s and commuter Pacifics to a veteran 4-6-0 at Red Oak, Iowa. In addition to black Geeps, "greyback" F-units and stainless E-units, you'll discover the Chicago terminal's lusty Baldwin switchers and the marvelous gas-electric "doodlebugs" that made strange bedfellows for the shovel-nose Zephyrs in remote places like St. Joseph, Beardstown and Peoria.

Volume 2, published in 1997, covers essentially the same geography in the 1960s and '70s, featuring the beginnings of the second generation and the Chinese red image that was introduced on C&S SD9s and CB&Q SD24s in 1959. By now the only steam is in the form of the famous fantrippers, but the imagery gets more colorful as the older schemes are augmented by not only the Chinese red but also run-through Great Northern FT's and New York Central U-boats. Even the new pre-Burlington Northern green makes an appearance.

The newest offering, *Volume 3*, opens up the time span again from 1941 to the BN merger in 1970 while focusing on the lines in Iowa and Missouri. It begins at one of the most fabulous train-watching spots of all time, St. Louis Union Station, where we see shovel-nose 9903 on the *Mark Twain Zephyr* and a variety of E-units of the Q and other roads, including a Rock Island E7 on the jointly operated *Zephyr Rocket*. Then it's across the river to East St. Louis for fantripper 4960, black Geeps, perfect sets of greyback F-units and the sudden burst of second-generation Chinese red.

The variety continues as the coverage moves northward in Missouri, capturing gems like the shovel-nose 9908 on the *General Pershing Zephyr* at Louisiana, Missouri, and the *Pioneer Zephyr* alongside a colorful EMC doodlebug at West Quincy. There's even a 1963 shot of the 9908 next to 2-8-2 4960 at West Quincy that could pass for 1953. Working westward across the Hannibal Division, we get a look at more CB&Q O1a 2-8-2s on the legendary coal-hauling Bevier & Southern short line.

Burlington, Iowa, namesake city for the railroad, was a fascinating place where the picturesque river line crossed the double track Chicago-Denver double-track main. The variety of equipment continues, and we get a look at an amazing freight 4-4-2 on the Burlington & Northwestern branch in 1952 — and its replacement NW2 on the mixed train. Then there are more E-units, Geeps, F-units and doodlebugs as the book takes us westward across Iowa, hitting the highlights and branch lines. The only thing missing is a shot of Bernie Corbin watching the main line at Red Oak from his living room door — but there is a nice selection of his photos.

The pre-BN green and white makes its first appearance on SD45s at Pacific Junction, and the image of an SW1000 in the classic black and stripes is a bit startling. My favorite E5, 9912A, shows up at Council Bluffs in 1963 and sets you up for a 1941 shot by Emery Gulash of a pair of two-month-old E5s still wearing their truck skirts on the heavyweight *Ak-Sar-Ben*. (We always joked that if the CB&Q had handled the *California Zephyr* like they did with the westbound *Nebraska Zephyr* and eastbound *Ak-Sar-Ben*, then westbound 17 would have been the *CZ* while the eastbound would have been the *Ainrofilac Zephyr*.)

Iowa was covered with Burlington branches, and the Creston-St. Joe line featured another red-and-yellow-faced doodlebug. Northern No.5632 made a number of fantrips in the area, and it makes a nice addition to the book's diesel imagery. And just about the time you figure you've seen it all, there's a 44-Tonner in Atchison, Kansas, and a whole fleet of "church organ" Baldwin switchers in North Kansas City! Our trek from St. Louis winds up in Kansas City Union Station, which always seemed to be occupied by at least one strange little E-unit-baggage-and-coach CB&Q train.

This trio of books was a fun trip with an incredible variety of equipment and images that all add up to the Burlington's unique charm. The photos are generally well exposed and very nicely reproduced, and the pages are cleanly laid out with extensive and informative captions. Morning Sun Publisher Bob Yanosey says that Mike Spoor is working on at least one more volume covering the lines further west. Such coverage could not be devoted to a more deserving railroad. — *JIM BOYD*

Railfanning is

Replacing your missing lens cap with one you found on the ground at a popular railfan hangout.

VINCENT REH

We'd Like You To Meet

Introducing a new contributor

Dan Munson

Could being born in the railroad capital of the world have had an influence on my hobby? If you ask my family, I was born with an interest in railroads. Having a view of the Illinois Central main line from our Chicago apartment's back deck and a short stint in a house in Winfield, Illinois, with the Chicago & North Western three-track main line in the back yard didn't hurt.

I had been drawn to passenger train travel and model railroading in my early years. A move back to the Chicago area in my early teens and several new friends started me down the railroad photography path. Bob Wessell and Mike Abalos were probably the first to influence my photography, and are still dear friends today.

On an Amtrak trip, I met Ray Cook, an Illinois Central engineer and we became fast friends. Besides being like a father to me (my father died before my teens), he encouraged my interest in railroads from an operating and historical side.

A short time living in Seattle allowed for a chance to hang around with Blair Kooistra. Blair, another great influance, put me on to the photography advice in Jim Boyd's CAMERA BAG column. One of biggest thrills was meet people like Mike Schafer and Joe McMillan whose published work had inspired me over the years.

After some college I started a career in the airline industry. That's Flight Attendant, not Stewardess, buddy! This allowed me to travel and visit friends, who happened to live at strategic railroad points. I moved on to a firefighter job for a few years before reaching the pinnacle. The ultimate foamer job (yes, I said it. I couldn't make it through the story without saying "foamer"!) working for the railroad. I have been a conductor/switchman for the BNSF out of Kansas City for the past three years.

I started out shooting with a Minolta STR-101 which was stolen in 1981. I replaced it with a Minolta X-700 that I still have and use today. I have a few more lenses and an extra Minolta body. I have started using a Canon A-2 and am happy with it. Kodachrome Pro 64 is my film of choice, along with Fuji Provia 100F. I have shot black & white and enjoy using it, though I haven't done much recently.

My GTS ("getting the shot") days are limited now by family and other commitments. My lovely wife, Amy, is patient with my sickness — I mean hobby! Our three-year-old son, Kyle, keeps us both running. As he gets older we find he is a chip off the old block. We take family lunches to locations near tracks now to encourage his fascination. "Daddy go see more trains, please!"

Got to go do what the boy wants, right honey? — *DAN MUNSON*

Ever wonder what it is like to dispatch trains around the Horseshoe Curve, over the Tehachapi Mountains or along the Northeast Corridor. Join the thousands who enjoy running trains on these and over 300 territories in the the US, Canada, Europe, Australia and Asia with Train Dispatcher 2 Software.

Visit our webpage at www.signalcc.com for more information and to download a free DEMO VERSION of Train Dispatcher 2. You can also download any of the 300+ territories.

And if we don't have your favorite territory you can design it yourself with Track Builder.

Train Dispatcher 2

Now over **300** TRACK TERRITORIES

(including over 150 FREE Territories)

For Windows 3.1, 95, 98 and NT

Train Dispatcher 2 (CD-ROM or diskette) .. $44.95
CD-ROM copy includes 150 track territories
Track Builder (diskette only) $64.95
Shipping (US) $4.00
Shipping (non US) $6.00
Add $2.00 S&H for each additional item)
PA residents add 7% sales tax
Dealer Inquiries Welcomed

SIGNAL Computer Consultants

PO Box 18445 Pittsburgh PA 15236
Tel 888 872-4612 (toll free) or 412 655-1884
Fax 412 655-1893 E-mail signal@signalcc.com
Mastercard/Visa/Discover/ or Check

Go ahead... Give us your BEST SHOT!

Take a shot at getting your photo on the front cover of the December 2000 issue of RAILFAN & RAILROAD by entering our 2000 "Cover One Contest." Send us one or more of your best color transparencies or prints which capture the power and thrill of trains in action. To be considered, images must fit the vertical format of our cover, with room for the RAILFAN & RAILROAD title banner across the top. See the August 2000 MARKERS column for details. Closing deadline for entries is September 6, 2000. The first place winner will appear on the December cover and the Second Place photo and several Runners-Up will be featured inside. Also, The First Place winner will receive a four-day, three night, vacation at a choice of several U.S. locations; Cash Prizes of $100 for Second Place and $50 each for the Runners-Up will be awarded.

All entries, including winners, will be returnedafter winners are published. Send your entries to:

COVER ONE CONTEST

Railfan & Railroad

P.O. Box 700, Newton, NJ 07860

NORTH AMERICAN STREET RAILWAYS AT MID-CENTURY BOOK/VIDEO OFFER
Allan Berner's full color book and Bob Stillman's 55-minute full color video for $45.00 ($55.00 value)
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

CATENARY VIDEO PRODUCTIONS
THE FINEST HISTORICAL VIDEOS TRANSFERRED FROM ARCHIVAL FILMS!
Send #10 SASE For Flyer Of Current Tapes
Catenary Video Productions
Toll Free: 800-343-5540
FAX: 201-652-1973
Mail: 22-D Hollywood Ave. Ho-Ho-Kus, NJ 07423

MOBILE GAIN
ANTENNA
Tuned to Railroad Band
as reviewed in Railfan & Railroad
- Increased range
- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING
Specify scanner type
Railcom 901-755-1514
Box 38881, Germantown, TN 38183

WE'LL PUT YOU IN TOUCH WITH THE WORLD OF MODEL RAILROADING
Visit our website to find out who we are and what we do for you...
http://www.mria.org
Model Railroad Industry Association
303 Freeport Road
Pittsburgh, PA 15215
MRIA

Transit Currents

Light rail, transit and commuter rail news

Streetcars back on Canal

FOR THE FIRST TIME IN 35 YEARS, it is possible to ride a streetcar on Canal Street in New Orleans. Henry S. Orbach recently visited the Crescent City and says there is a six-block route operating between the Riverfront line at the foot of Canal Street and Baronne Street. That's just the beginning, of course. The long-range plan is for streetcars to run 4.5 miles along Canal Street to a terminal near the cemeteries at City Park Avenue. The problem is while there is $100 million in federal money earmarked for the project, the Regional Transportation Authority in the New Orleans area has to find $25 million in local matching funds. The fare is 25 cents and the Canal Street shuttle now runs from 9:00 a.m. to 6:00 p.m. The cars operating the shuttle on Canal Street are painted red, just as the Riverfront cars are. The car in use was built by RTA workers at the Carrollton shops and is a modernized copy of the famed Perley A. Thomas cars. It has lifts to accommodate passengers with disabilities and is air-conditioned.

Lawsuits are now pending as the RTA tries to collect money from a long ignored one percent tax on hotel occupancy in New Orleans. If something is done to help the local financial situation, in June of 2000 the RTA hopes to get construction bids for extension of streetcar service from Baronne to the 2800 block of Canal Street near North Dupre Street. That expansion has a $60 million price tag. The eventual extension to the cemeteries and building the Carrollton Avenue spur is expected to cost $93 million.

Mr. Orbach writes that he saw the Waterfront cars operate on Canal Street. He also found that the Czech demonstrator car from CKD was running along the Waterfront line. Again, many thanks to Henry Orbach.

Ridership good in Los Angeles

The September 1999, report on ridership on the Red, Blue and Green Lines in Los Angeles shows good figures. The Blue Line light rail service between downtown Los Angeles and Long Beach had a weekday average of 56,125 in September. Total ridership for the month was 1,472,900. The Green Line light rail that runs east and west from Norwalk to El Segundo had a weekday average of 24,275 and a September monthly total of 601,125. The Red Line rapid transit had a weekday average of 58,525 and carried a total of 1,499,775 for the month. Thanks to John A. Lee for the news.

CalTrain expansion of service

Santa Clara County voters in California approved Measure A in November 1996; this advisory ballot measure contains specific transportation projects in which the public is interested. It identified improvements for the CalTrain service that runs between San Francisco, San Jose and Gilroy. CalTrain service is most intensely used in the area north of San Jose.

Adding trains is a big part of the approved improvements and were a high priority in the 1996 Measure A CalTrain plan. The plan will be carried out by adding two trains per weekday each year over the life of the measure, meaning that there will be 12 more trains per weekday on the main line and Gilroy extension by 2006. Between San Jose and San Francisco there would be 80 trains each weekday, while 20 trains would run between Gilroy and San Francisco. Upgrading of track is also to be carried out, including double tracking between San Jose Diridon station and Gilroy and additional storage tracks for equipment at Gilroy.

Additions to rolling stock is also part of the CalTrain plan. Three locomotives were recently acquired and 20 passenger cars are to be delivered by the end of 2000. That means a total of 93 passenger cars and 26 locomotives. Eventual plans are to electrify the line. Thanks to Douglas I. Duncan and John Allen Lee for the information.

Portland rails head north

The year 2004 is the target date for completion of the proposed south/north line in Portland. The Portland City Council gave its unanimous vote last October to move ahead with the $350 million project. Called Interstate MAX because it runs along the center of Interstate Avenue, it is expected that the interim terminal will be at Expo Center on the south side of the Columbia River. The longer run hope is that the tracks will eventually cross the Columbia River into Vancouver, Washington. In the south it will start at the Rose Quarter, where it will connect with the existing light rail line to Gresham. From there the tracks will run north to the Expo Center, generally parallel to Interstate 5. Thanks to John Allen Lee for the news.

MUNI gets low grade

Recent polls in the San Francisco area carried out by the KTVU television and the *San Francisco Examiner* showed that most MUNI travelers in San Francisco are extremely frustrated people, and that confidence in the San Francisco Municipal Railway is about as low as it can get. Nine out of ten respondents gave MUNI an unfavorable performance rating for the fourth year in a row. The only thing really going in MUNI's favor is the undeniable

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

Street in New Orleans

fact that driving and fighting for a parking place in San Francisco is even worse than the MUNI. Dissatisfaction with MUNI is sufficiently high that ridership has dropped off about nine percent measuring 1999 against 1998. Morale among MUNI employees has been low and the new general manager, Michael Burns, is working hard to change that and feels that MUNI has begun to make a major turnaround in key areas. Fewer streetcar and bus runs were missed recently than was true in the past, and on-time performance has improved. Thanks to John Allen Lee for the news.

Flashes

One of the better things happening in transit these days is the use of fare cards. The **CHICAGO TRANSIT AUTHORITY** has had great success in getting customers to use them. Indeed, the CTA abandoned the use of tokens, and transfers are only given to fare card users. About a million-and-a-half riders a day use the services of the CTA, with one million riding the buses and a half million using the rail service, and 89.5% of all rail riders are now using electronic fare cards. Only a little bit less than 39% use them for buses. To further encourage the use of the fare cards they are now being sold in supermarkets. Starting with a few in the Dominick's foods stores, eventually the fare card vending machines will be available throughout the Chicago area. Thanks to Steve Scalzo for the news.

Also in Chicago, **METRA**, the commuter rail operation of the area's Regional Transportation Authority, held the line on fares again in the year 2000, even though there will be more spending for capital improvements. This includes 26 new locomotives and 200 new commuter cars. Locomotive delivery is expected in 2001 and the new rolling stock is expected to arrive in 2002. There will also be expenditures of over $53 million to improve stations and provide more commuter parking. In other Metra news, the agency wants to extend its service in Lake County. Support for Metra expansion got a huge boost when the statistics for the first six months of 1999 became available. The passenger ridership was the highest for any first half of the year since the agency took over the Chicagoland commuter rail service in 1984. There were 39.3 million riders, a 3.5% increase over the same period in 1998, and a 28% increase over Metra's first full year of operation.

In the Philadelphia area, the **PATCO** high-speed line operating between downtown Philadelphia and Lindenwold, New Jersey, will receive $31.7 million in rehabilitation work in the near future. Both stations and rolling stock will be overhauled, and there will be considerable tie replacement as well. Homer U. McDansie supplied the information.

Ben Kerr reminds me that there are some places along the **METROLINK** commuter rail service in the Los Angeles area where the heat is brutal on some summer days. Many Metrolink stations are unroofed. To help its passengers, the city of Santa Clarita built roofs over the platforms at its stations. There will also be trees planted to provide more shade and comfort.

In California, at the **ORANGE EMPIRE RAILWAY MUSEUM**, Pacific Electric car No.179, one of the batch of cars dubbed a "submarine" when it was in service, has been moved out of a remote location at OERM and now may see restoration. John Smatlak, writing in the OERM *Gazette*, indicates that the body is sound and the bolsters are intact. He feels it is a good candidate for being retrucked and used as at least a static display. The cars were built in 1912 for the Southern Pacific operation in Oakland, shipped to Los Angeles before World War I, then shipped back to Oakland before 1920. They were retired in 1928.

Charles Heraver visited **KENOSHA, WISCONSIN**, and noticed that excellent progress is being made in installing the track for the new trolley line. Concrete ties are being used in the Kenosha development. He notes that the new trolley circulator will be located only be a few blocks from the site of the Milwaukee Electric Railway & Light Company's trolley barn in Kenosha.

The **METROLINK** light rail service in the St. Louis region received a Public Transportation System Achievement Award for light rail. This is the second time that MetroLink, operated by the Bi-State Development Agency, has gotten a top award. The light rail property was cited for its achievement in customer service, innovation, operating effectiveness, policy and administration, and its positive contribution to the community. One of the most outstanding accomplishments is the 92% increase in ridership between the opening of MetroLink in fiscal 1994 and fiscal 1998. The light rail line also operates with a 99% on-time record. Thanks to Linda Hancock-Ross for the information.

Don't forget the **NEW YORK TRANSIT MUSEUM**. The museum is located at the corner of Boerum Place and Schermerhorn Street in Brooklyn Heights. At the moment the museum is undergoing some renovation that will provide space for an educational resource center, a resource library and a computer work station. There will be a new art gallery, an improved lecture/media room, and a new interpretive exhibit on surface transportation. The renovated museum will be up and running this summer.

As a result of the completion of the Green Line link in central **WASHINGTON, D.C.**, the Green Line shortcut, has become a matter of historical interest. In the shortcut, trains from Greenbelt used trackage intended for car movement to the Greenbelt shops rather than revenue service in order to gain access to the Red Line and downtown Washington. With the completion of the northern element of the Green Line trackage, the service continues to be a one-seat ride, but it is all Green Line. Thanks to Harold Geissenheimer.

TRANSIT GLORIA MUNDI
Captures the Spirit of the Trolley

We know what it takes to make exciting videos--skill, experience, and enthusiasm for the trolley car's rich heritage.

Carvey Davis's Baltimore

Ropes & Rails

One Man's Trolleys

Thousands of railfans agree...nobody captures the Spirit of the Trolley better than **Transit Gloria Mundi.** Call today for our free catalog featuring many exciting traction titles.

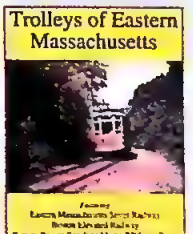
Steel City Traction: 2

Light Rail Panorama

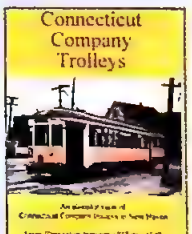
Let Transit Gloria Mundi take you back.

TRANSIT GLORIA MUNDI
36 East 27th Street, Dept. B-79
Baltimore, MD 21218
(800) 428-7003
All images digitized direct from our master tapes.

SEASHORE TROLLEY MUSEUM
KENNEBUNKPORT, MAINE



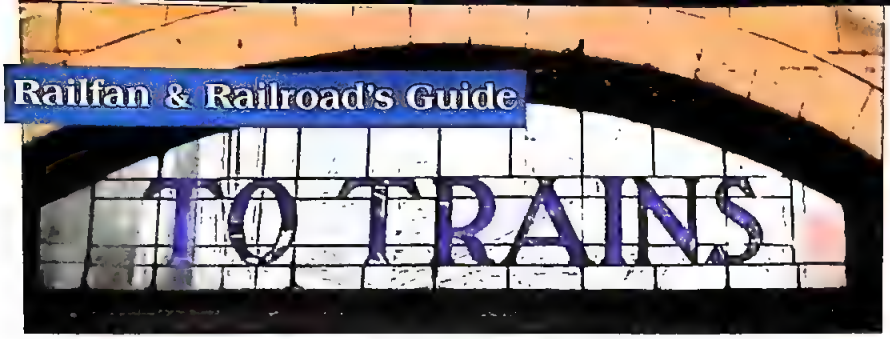
Color and B&W films from 8mm and 16mm. Approx. 54 min. with music and narration. $24.95



All color 8mm film with music and narration. 67 min. $24.95

Also Available **"Action in Traction"**
A view of Maine Trolleys in the 30's. Color and B&W. 36 min. $24.95

Add $3.50 for S&H per order
Ask for Museum Store Catalog
Seashore Trolley Museum
P.O. Drawer A
Kennebunkport, ME 04046-1690
(207)967-2712
e-mail: carshop@gwi.net
www.trolleymuseum.org



Railroad Museums, Tourist Lines & Dinner Trains help keep the history and spirit of railroading alive through entertainment, education, and involvement.
We invite you to visit, enjoy and support these great museums and attractions.

MUSEUMS, TOUR LINES & DINNER TRAINS

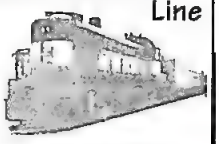
YOLO SHORTLINE RAILROAD
Ride through Majestic Farmlands and along the Sacramento River. Old West Lunch Cruises and Great Train Robberies Third Saturday May-October. Steam Engine Operates Third Weekend of the Month.
Call about our Brunch/Dinner/Pizza Specials.
1965 East Main Street, Woodland, CA 95776
Information / Reservations 800-942-6387
Website: www.ysrr.com

30 yards from CSX main line and historic Ashland Station.
30-40 trains a day!
16 guest rooms.
www.henryclayinn.com
The Henry Clay Inn
114 N. Railroad Ave., Ashland, Va. 23005
(800)343-4565

For information on advertising in Railfan & Railroad call John Earley or Pete Uptegrove
Phone: (973) 383-3355
Fax: (973) 383-4064
e-mail: ads@railfan.com

MONTICELLO RAILWAY MUSEUM
WEEKENDS MAY THRU OCTOBER
Board Trains at museum site or Wabash Depot in Monticello for a 7-mile trip.
Featuring: Wabash F7A / CN FPA-4 / Alco RS3
Displays & Equipment to view at Museum Site
Want to run the train? Ask about Throttle Time.
Call or write for brochure & schedule: **800-952-3396**
PO Box 401, Monticello, IL 61856-0401
www.prairienet.org/mrm

Cog Wheel Route
For over 100 years, the world's highest cog railway has been transporting passengers in safety and comfort to the 14,110-foot summit of Pikes Peak, the mountain that inspired *"America The Beautiful"*.
Reservations advised: (719)685-5401
•Gift Shop •Snack Bar •Major Credit Cards
MANITOU & PIKE'S PEAK RAILWAY
PO Box 351, MANITOU SPRINGS, CO 80829
www.cograilway.com

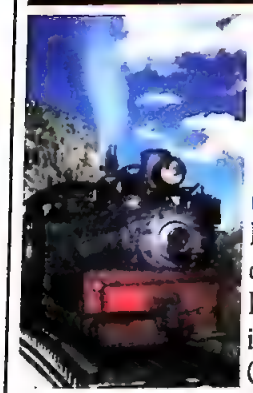
All Aboard! **ELDERBERRY Line**
Enjoy a scenic 28-mile ride through Carroll County
$12 Adults
$9 Children
(Group Rates Available)

Train operates Mid-June thru October
also Christmas Runs
Call for Schedule
(330) 627-2282
Carrollton Station, High St. Carrollton, OH 44615
http:/www.AdvantagePages.com/Elderberry

ROARING CAMP RAILROADS™
Two historic railroads operate through redwood forests north of Santa Cruz. 1890 to 1912 Shay, Heisler and Baldwin steam locomotives climb a steep narrow-gauge grade; and diesel-electric engines travel down a scenic river gorge to the beach at Santa Cruz. Visit an 1880s logging camp.
Felton, California
www.roaringcamp.com
(831) 335-4484
10% off with this ad, Sun. - Fri., up to 4 RailFan

Featuring the 1920's era Railway Motor Car
DORA DOODLEBUG
MOUNT DORA Scenic RAILWAY Co
A one-hour vintage rail excursion thru scenic countryside, historic downtown Mount Dora and along the shore of Lake Dora.
Charters and Gift Certificates Available
CALL FOR FREE TIMETABLE!
800-625-4307 • 352-383-4368
Fax 352-383-9360
P.O. Box 641, Mount Dora, FL 32757

Shasta Sunset Dinner Train

A nostalgic three-hour train ride through spectacular scenery featuring elegant dining aboard restored vintage rail cars.
Shasta Sunset Dinner Train departs weekends from McCloud, ten miles east of I-5 on Highway 89 in northern California. For schedules & reservations contact us at...
(800) 733-2141
shastatrains@hotmail.com
www.mctrain.com

GEORGETOWN LOOP RAILROAD

Ride behind a steam powered locomotive through the spectacular scenery of the Colorado Rockies. Located one hour west of Denver on I- 70 in historic Georgetown.
303-569-2403 • Toll Free: 1-800-691-4FUN
www.georgetownloop.com
Georgetown, Colorado

ULTIMATE RAIL FANTASY
LIVE THE DREAM!
4 DAYS & 4 NIGHTS WORKING ON THE RAILROAD WITH THE B&ML IN THE BEAUTIFUL MAINE COUNTRYSIDE!
OPERATE A 1913 SWEDISH STEAM LOCOMOTIVE! PARTICIPATE IN THE ROLES OF FIREMAN, BRAKEMAN, CONDUCTOR AND MORE!
RELAX FOR THE EVENING IN OUR LOUNGE CAR AND YOUR PRIVATE SLEEPER COMPARTMENT!
CALL FOR DETAILS
800 392-5500

Trains can be a cause of excitement for kids of all ages... please remember the importance of safety whenever you and your family are near a railroad right-of way. Stay alert, avoid dangerous play, and respect the rules and regulations of the attractions you visit.

MUSEUMS, TOUR LINES & DINNER TRAINS

Royal Gorge Route

Experience the grandeur of traveling by train through the spectacular scenery of the Royal Gorge!

Daily Departures:
May 20th~October 8th, 2000
9:00, 12:00 and 3:00
Call: 1-888-RAILS-4U
www.royalgorgeroute.com

The Golden Sunset Features a 3 hour train ride to the Sierra Foothills.

GOLDEN SUNSET

Beautiful scenery, fine dining, and a lounge car with dancing & full bar. Relive Sierra Railroad's rich 104-year history

Trips leave every weekend from Oakdale, CA, which is 1 hour south of Sacramento

(800) 866-1690
www.sierrarailroad.com

Feel The
THUNDER

Climb grades of 2.8% on a 3-hour round-trip through The Narrows, Helmstetter's Curve and 914-foot Brush Tunnel. Riders enjoy a 1 ½ hour layover at the historic Frostburg Depot, complete with turntable. We offer steam excursions, murder mysteries, dinner trains, and much more! For a free brochure call us at

1-800-TRAIN-50.

Western Maryland Scenic Railroad
13 Canal Street,
Cumberland, MD 21502
www.wmsr.com

INDIANA TRANSPORTATION MUSEUM

P.O. Box 83
Noblesville, IN
46061-0083
(317) 773-6000

Celebrating 40 Years on May 13!

Trains Depart at 1 pm on weekends April thru October

Hamiltonian Dinner Trains
on selected Friday nights

http://www.itm.org

For local tourist info. call 1 800 776 8687

RAILFAN PACKAGES
IN THE BEAUTIFUL WHITE MOUNTAINS OF NEW HAMPSHIRE

1 RailFans Weekend
Sept. 8-10
3 scenic train rides, including the Mt. Washington Cog Railway, plus a gourmet dinner on the Cafe Lafayette train

2 Gathering of the Tree Weekends
Dec. 1-3, 8-10, 15-17
Travel by train through a winter wonderland to pick your family Christmas tree.

Comfort Inn & Suites

For reservations, please call
1-888-589-8112.
Kancamagus Highway
Lincoln, New Hampshire 03251

Scenic 1 hour and 20 minute Railroad Excursions on-site, plus picnic lunches, gifts and much more.

ALL ABOARD!
Steam Engines & Vintage Cars

The 1880 Train
Departs Hill City and Keystone - 2 hour trip
• HIGHLINER SNACK SHOP
• DEPOT GIFT SHOP
Open Mid-May thru Early Oct.
Information & Reservations
(605) 574-2222
or write
PO Box 1880
Hill City, SD 57745
www.1880train.com

Crossroads Village
Huckleberry Railroad

MICHIGAN'S ONLY NARROW-GAUGE STEAM RAILROAD.
• Travel in historic wooden coaches pulled by Baldwin locomotives.
• Excursions several times daily May 14 - August 27 and weekends through September 24. (Closed Mondays)
• Railfans Weekend August 12-13
• Halloween Ghost Train and Christmas display with over 500,000 lights.

Located just north of Flint, Michigan. Easy access off I-69 and I-75

INFORMATION AND RESERVATIONS
1-800-648-PARK

5045 Stanley Road
Flint, Michigan 48506

CONWAY SCENIC RAILROAD

Experience the Golden Age of Railroading as you journey through spectacular Crawford Notch (5 5-1/2 hr.) aboard the "Notch Train", or travel through New Hampshire countryside on the "Valley Train" with departures to Conway (55 min.) and Bartlett (1 3/4 hr.).

Two Great Trains-Three Unique Excursions!
"Valley Train": Wknds: mid-April to mid-May, Nov. & Dec.
DAILY: mid-May thru late Oct.

"Notch Train": Tues.-Sat, June 20 - Sept. 9
DAILY: Sept. 12 thru Oct. 13
26th Annual Railfan's Days: Oct. 14&15, 2000
SASE for Brochure

CONWAY SCENIC RAILROAD, INC.
P.O. Box 1947, North Conway, NH 03860
http://www.conwayscenic.com
603-356-5251

DANBURY RAILWAY MUSEUM

Vintage Train Rides
1st & 3rd Saturday April - Nov.
Museum Hours 10AM to 5PM
Tuesday -Sunday through Dec.

Special Events, Excursions & Membership Information
Call, write, or visit us on the World Wide Web at the address below

PO Box 90, Danbury CT 06813
Phone: 203-778-8337
http://www.danbury.org/drm

Railfan & Railroad's Guide
TRAINS

RAILROAD MUSEUMS, TOURIST LINES, and DINNER TRAINS

KENTUCKY RAILWAY MUSEUM
22 mile excursion, 34 mile dining trips.
BL-2, CF-7 diesels.
Steam on selected weekends.
Model Train layouts.
Mar. - Dec. New Haven, KY
800-272-0152 or www.kyrail.org

Mt. Rainier Scenic Railroad
Elbe, Washington
888-783-2611
Steam train excursions through the foothills of Mt. Rainier
Experience the Golden Age of Steam as you chug across spectacular bridges and clickety-clack through lush tall forests. Whistle at Mt. Rainier and let off steam by Mineral Lake. Enjoy the one and one half hour trip from Elbe to Mineral Lake. Fourteen miles of Old Time Fun for all and pleasant memories for many. Every train is pulled by a vintage steam locomotive with tourist and open cars.
For prices, times and more information call our toll free number or visit our website: www.MRSR.com

GOURMET DINING EXCURSIONS YEAR-ROUND
BRUNCH
LUNCH
DINNER
707-253-2111
Napa Valley Wine Train
1275 McKinstry Street, Napa, CA 94558

ILLINOIS RAILWAY MUSEUM
HOME OF THE NEBRASKA ZEPHYR
Steam, Diesel Trains, Electric Cars
Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure with schedule & discount coupon.
July 1-4 - July 4th Weekend Trolley Pageant:
July 15 & 16 - Diesel Days; July 22 - Civil War Day
Steam Trains: July 3 & 4, Aug. 5 & 6, Sept 2,3,4 & 24
Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540
Illinois a million miles from monday
http://www.irm.org/
ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

For information on advertising in Railfan & Railroad call John Earley or Pete Untermeyer
Phone: (973) 383-3355
Fax: (973) 383-4064
e-mail: ads@railfan.com

Markers
Editorial commentary

Shooting trains the non-railfan way

WHILE READING *Popular Photography* a few months ago, I noticed their "Mentor Series" was holding a Maryland tour. As part of the tour, the group planned to visit the Western Maryland Scenic Railroad for a half a day, complete with runbys of 2-8-0 No.734. As a "veteran" of several Carl Franz WMSR charters, I thought it would be neat to tag along and see how non-railfan photographers approached the subject — would they see the same things photographically that railfan photographers do, or would they approach it completely differently? I contacted the folks at the Mentor Series offices and asked if I could observe their tour group in action and got an immediate affirmative.

In the world of railfanning, changes have to be made because sometimes the historic equipment just isn't ready. This proved to be the case for the "Maryland Trek" (as the tour was called) when it was discovered that WMSR 734 wouldn't have its winter maintenance finished in time for the April 2nd event. An alternate activity was scheduled, however, with the group heading to the B&O Railroad Museum in Baltimore, which had the 4-4-0 *William Mason* (in its gaudy attire as the *Wanderer* from the *Wild, Wild West* movie) fired up and ready to do runbys.

On the appointed afternoon, I was at the B&O Museum when two bus loads of photographers pulled into the parking lot. They got out with tons of gear (not surprising) and the group of 80 was divided into four groups of 20 with each group having at least one "mentor" (a professional photographer) leading it. I hooked up with a group led by photographer Joe DiMaggio, who lives in Milford, Pennsylvania, just 40 minutes from the R&R offices here in Newton. Assisting Joe was Rob Yaskovic, who I see almost every day since he works full-time at Photographs Cameras & Video here in Newton (yes, I knew in advance Rob would be there). The groups were rotated through four different locations — the main museum building in the Mount Claire roundhouse, an office car, a dining car and out to shoot the *Mason* — uh, *Wanderer* — about a mile from the museum. My group was sent into the roundhouse first.

The Mount Claire roundhouse is a very impressive structure, fully enclosed with a turntable in the middle of the building. The first thing all the photographers did was lay down in the middle of the turntable and shoot straight up at the ceiling (something I've always wanted to do but thought I'd look silly — but when 20 other people are doing it simultaneously you tend to blend in with the crowd). They then moved through the complex and I noticed that they shot a lot more details than your typical railfan photographer — a marker lamp, a headlight and the like. They were also more into geometric shapes, working with converging lines and circles, with virtually no regard for the subject matter — they were more interested in shapes than subject. Some of the results from that session (and a couple of shots of the students at work) can be seen on **pages 6-7.**

Finally it was our turn to head out to the *Wanderer*. After a few minutes of shooting the engine sitting still, the locomotive crew backed it up and performed three runbys. Mentor DiMaggio warned the students that if they didn't stay out of each other's way, he'd have to enforce a "photo line."

Many of the photographers opted to shoot the engine with a long telephoto, and their

www.TrainWeb.com
● Rail Travel
◗ Travelogues
◗ Photos
◗ Travel Advice
◗ Rail Schedules
● Railfans
◗ Photos
◗ SF 3751 Video Clips
◗ Hundreds of Links
● Model Railroading
◗ Photos
◗ Helpful Hints
◗ Hundreds of Links
● The Rail Industry
◗ Industry Index
Live Rail Video from 6 WebCams at the Fullerton Santa Fe Depot
www.RailCams.com

cropping was usually much tighter than the typical railfan crop. In fact, in the samples sent in to R&R from that day, most of the shots would be considered unacceptable by traditional rail photography standards due to the tight cropping. Once again, however, the students were working the shapes rather than the subject.

All in all, it was an interesting day, and I believe my photographic style may have had a new dimension added. I'm going to try to look past the subject matter and see how shapes will work to create an image. — *S.B.*

The 2000 Cover One Contest

The first Cover One Contest of the new millennium is at hand (well, really it's the last one of the old millennium, but we won't open *that* can of worms again), providing a lucky photographer with the opportunity to see his or her colorful railroad photo grace the front cover of R&R. This year we have a new twist in the prizes — the First Place winner will receive a four-day, three-night family vacation at a choice of a couple of dozen resorts across the U.S. (there are a few near major railfanning hot spots, by the way), so you can show your significant others that there really *are* some benefits to you standing out by the tracks all day. The customary cash prizes of $100 for Second Place and $50 for each of nine Runners-Up will also be awarded. The First and Second Place winners will also be profiled in WE'D LIKE YOU TO MEET . . .

Any rail subject taken at any time qualifies for the contest. The only qualifications are that the image must fit our cover's "full-bleed" vertical format, filling the cover to all four edges with room for the R&R banner across the top and the UPC bar code in the lower left corner. The judges are strongly influenced by bright, brilliant, stunning, vivid color which attracts potential newsstand buyers.

As with all contests, there is some fine print. There is no limit on the number of photos that can be entered by any one photographer, but we generally only award

Next Month

Coming up in....

RAILFAN & RAILROAD

STEVE SCHMOLLINGER

• **DONNER CLASSICS:** Steve Schmollinger takes us back to the early 1970s for a vintage photographic look at Southern Pacific and Amtrak operations over this historic piece of railroad. Don't miss it!

PETER McGILLIGAN

• **READING & NORTHERN:** With a network of former Reading and Lehigh Valley trackage, R&N has grown from short line to booming regional railroad. Peter McGilligan has the facts on fanning the line.

SEPTEMBER 2000 ISSUE ON SALE SEPTEMBER 1

Next month

RAILROAD MODEL CRAFTSMAN

- **Undo a merger or update a loco:** Mike Rose takes SD45's and details them for Southern Pacific and Union Pacific as rebuilt by Morrison-Knudsen. Also featured, the CN's ECC-built gondolas.
- **Dispatcher's Report:** Product news
- **Railbooks:** Book news and reviews
- **RMC Timetable:** Scheduled events
- **Test Track:** Product reviews
- **Collector Consist**
- **Editor's Notebook**
- **Dealer Directory**
- **Prototype Articles**

Subscribe to *Railroad Model Craftsman!*

Call 973-383-3355 or 1-800-474-6995 or on the Internet at www.rrmodelcraftsman.com

SEPTEMBER 2000 ISSUE ON SALE AUGUST 1

Jelsma Graphics

America's Railroad Embroider©

www.jelsma.com

For a free catalog call

1-800-494-3513

America's largest distributor of railroad art and apparel. Over 300 RR embroidered logos and over 600 RR prints to chose from.
VISA, Mastercard, Discover & AmEX accepted, provide expiration date.

Dept. MRG
2238 Winding Creek Lane,
Jacksonville, FL 32246-4136

SUBSCRIBE TODAY! and enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss a single issue. Join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

CALL TOLL FREE: 1-800-474-6995

OR FAX US AT: 1-973-383-4064

RAILFAN & RAILROAD

Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $29.95 ❑ 2 Years $57.00
❑ 3 Years $82.50
CANADA: ❑ 1 Year $37.95
❑ 2 Years $73.00 ❑ 3 Years $106.50
FOREIGN: ❑ 1 Year $39.95
❑ 2 Years $77.00 ❑ 3 Years $112.50
(Includes NJ sales tax & Canadian G.S.T.)

Name _____

Street _____

City, State, Zip _____

Ex. Date ___/___

Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA

Card Number _____

Signature _____

one prize per winning entrant. Slides and prints are eligible and your name must appear on each photograph. Include your address, phone number, e-mail address (if you have one) and caption information inside your package. Prints sized somewhere between 8×10 and 11×14 work best, and they should not be mounted on a board. Slides should be sent in plastic slide pages, *not* in yellow Kodak boxes, green Fuji boxes or in coin envelopes. Securely package everything to prevent the metal munching moon mice (any Bullwinkle fans out there?) of the U.S. Postal Service from feasting on them. All entries should contain return postage and packaging. And — very important — do not send Cover One entries with any other correspondence such as news photos or feature material. We do not open the contest packages until after the deadline.

If you use one of the next-day carriers such as FedEx and want your material returned the same way, please send a completed and paid-for return air bill. Our FedEx and UPS address is 108 Phil Hardin Road, Newton, NJ 07860. Regular mail users can send submissions to P.O. Box 700, Newton, NJ 07860. Prominently mark the outside of the envelope *Cover One contest.*

The deadline for entries is September 6, 2000, which gives you procrastinators all of Labor Day weekend to get your entries sorted and overnighted to us. All material will be returned at the conclusion of the contest. Good luck!

Steve

SWITCH LIST

CLASSIFIED ADVERTISING: 70 cents per word, minimum order $8.40. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.67 per word, minimum $20.04.

ANNOUNCEMENTS

CHARLOTTE, NORTH CAROLINA, July 8, 2000, Southeastern Railroadiana Collectors Fifth Annual Railroad Collectibles and Model Train Show. NEW LOCATION! Charlotte Merchandise Mart, 2500 East Independence Boulevard, 9:00 A.M. to 4:00 P.M. Admission $4.00, under 13 free. Tables $40.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 800

ATLANTA, GEORGIA, August 19, 2000, Southeastern Railroadiana Collectors' 23rd Annual Railroad Collectibles/Model Train Show. Over 400 tables. Plus over 150 tables of airline collectibles. Other transportation collectibles. Georgia International Convention Center, South of Atlanta Airport, adjacent Sheraton Gateway Hotel. 9:00 A.M. to 4:00 P.M. Admission $5.00, Tables $40.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 900

ANNOUNCEMENT: Come ride Lewiston,Idaho's fabulous excursion dinner train featuring cars from the American Freedom Train, now running on the famous and historic Camas Prairie Railroad during our nation-wide Lewis & Clark Railway Travel Bureau on 1-888-RR-DINER. 1100

BOOKS & PUBLICATIONS

BLACK AND WHITE hardbound Books by Wesley Fox. Modern subjects - SP-UP-BN-ATSF in the West. www.foxpublications.com or brochure from: Fox Publicatioins, PO Box 740655, Arvada, CO 80006-0655. 701

RAILROADS OF MONTANA, Soo Line Whitetail Sub 28-page full color booklet, $10.95 postpaid. Dale Jones Photography, PO Box 1835, Kalispell, MT 59903-1835. 1000

ALTAMONT PRESS announces the release of Northwest Region Timetable #6. This edition includes merger updates between UP-SP, numerous radio changes, revised symbols and complete, new roster. Price is $18.00 plus $1.75 for shipping. ALTAMONT PRESS, PO Box 754-R, Modesto, CA 95353-0754. Accepts bankcards. www.altamontpress.com 800

WILL THE NARROW GAUGE RETURN TO COLORADO? Read the entertaining and provocative book SMARTrans concerning a future 200+mile meter-gauge railway to Colorado's mountains!.."creativity"...(former Governor Romer)..."implementable"...(Vice Chairman Anschutz, UPRR); ..."fascinating"...(Govenor Owens). $26.95 plus $3.00 S&H to: Pathway Book Service, 4 White Brook Road, Gilsum, NH 03448. 800-345-6665. pbs@pathwaybook.com 301

MISCELLANEOUS

STEAM LOCOMOTIVES:
www.goodheartvideo.com 1001JE

RAILROAD ART

TED ROSE WATERCOLORS - Classic and contemporary subjects available. Commissions considered. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 1202TF

RAILROADIANA

DINING CAR CHINA, glasses, silver, cloth. Annuals, books, magazines, menus, passes, playing cards. Tickets, timetables, rules, certificates, guides, etc. 55 cents in stamps on #10, SASE brings big list. James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 1200

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 8TF

RAILROAD TOURS

MEXICO'S COPPER CANYON spectacular rail fan trips. S&S Tours: ss@ss-tours.com http://www.ss-tours.com: 800-499-5685; 301

RAILROAD VIDEOS

AL-CO video rental. The best in railroad video rental. Write today for free details. 3050 Edgewood St., Portage, IN 46368. 800

ARMY RAILROAD/DERAILMENT. Army railroad battalions train during WWII and learn to derail enemy trains. 30 minutes. B&W, $19.95. Hannibal Victory: Railroad to the Philippines. Army Railroad steam locomotives transported by Victory Ship to the Philippines during WWII. 30 minutes, color. $19.95. $3.50 shipping. Red Caboose Video, 3307 Gov. Carroll Ct., Ellicott City, MD 21043. www.bcity.com/redcaboosevideo/ 800

C&O614-NYSW142, Fall 1998 trips. Ten excursions including Doubleheaders. Also; Pennsylvania 1223; Freights at Ridgefield Park; Roanoke Yard. Digitally mastered. Two Hours VHS $15.12. MenkelSounds, Box 1958, Rutherford, NJ 07070-1951. 1000

Railfan & Railroad Advertising Index for August 2000

A

A Piece or Two 11
A&R Productions 14
Atlantic Tours 21
Audio Visual Designs 20

B

B.R.M.N.A. 52
Barnard, Roberts & Co. 52
Belfast & Moosehead Lake Railroad 60
Black Hills Central Railroad 61
The Book Depot 50,51

C

D. Carlton Railbooks 18
Carstens Publications 54,55
Catenary Video Productions 58
Central Electric Railfans' Association 14
Al Chione 22
Colorado Railroad Museum 18
Comfort Inn & Suites 61
Conway Scenic Railroad 61
Crossroads Village & Huckelberry Railroad 61

D

Danbury Railway Museum 61
Daylight Images 20
The Depot Attic 52
The Depot Attic at Strasburg 8
Depot Square Publishing 24
George H. Drury 11

E

eHobbies 12,13
Eldeerberry Line 60
Electro Video 9

G

Georgetown Loop Railroad 60
Golden Spike Enterprises 18
Golden Sunset Dinner Train 61
Grand Scales Quarterly 52
Green Frog Productions 10

H

Henry Clay Inn 60
Herron Rail Services 56
Hi-Iron Railroad Videos 24

I

Identity Check 5
Illinois Railway Museum 62
Indiana Transportation Museum 61

J

JMJ Productions 8
Jelsma Graphics 63

K

KL&L 8
Kentucky Railroad Museum 62

L

Carleton F. Loucks 11

M

Manitou & Pike's Peak Railway 60
Mark I Video 17
McMillan Publications 23
Edgar T. Mead 11
Metaphor, Inc. 14
Mid-Atlantic Railroad 52
Monticello Railway Museum 60
Morning Sun Books 20
Mount Dora Scenic Railway Co. 60
Mount Rainier Scenic Railroad 62
Museum & Tourist Line Directory 60,61,62

N

National Railway Historical Society 53
Napa Valley Wine Train 62

O

Osceola & St. Croix Valley Railway 9
Overland Chapter NRHS 14

P

Pentrex ..... Cover IV
Plets Express 18

R

Rail Images 8
Railcom 58
Railfan & Railroad 57,64
Railroad Avenue Enterprises 25
Railroad & Locomotive Historical Society 14
Railroad Research Publications 53
Rails 'N' Shafts 19
Railway Productions 21
Raritan Bay Hobbies 16
Rio Hondo Publishing 23
Roaring Camp Railroad 60
Ben Rohrbeck 58
Ron's Books ..... Cover III
Royal Gorge Route 61

S

Schrader Enterprises 14
Seashore Trolley Museum 59
Shasta Sunset Dinner Train 60
Signal Computer Consultants 57

T

TLC Publishing 15
Trackside Prints 10
Trackside Video 9
Trainfans.com ..... Cover II
TrainWeb 62
Transit Gloria Mundi 59

W

Western Maryland Scenic Railroad 61

Y

Yolo Shortline Railroad 60

NEW: CLIMB INTO ENGINEER'S seat for real live run over Marias Pass. Amtrak's 364 & 406. Stops at East Glacier, Essex Mt. actual run with all engine/radio sounds. Dispatcher to trains, Helpers, Train crews to Engineer, Hotbox directors. Specify summer or winter trip $19.95 ppd. Wreck: Northern Pacific North Coast Limited #26 on Evaro Hill. Two freight train wrecks, 250 ton brown hoist picking up cars, $9.95 ppd. Engineer David Sickels, 562 5th Ave. So., Shelby, MT 59474. 501

WANTED

WANTED:Railroadiana; Railroad menus, diner manuals. White, 30 Kellys State Rd., New Castle, DE 19720. 800

RAILFAN BINDERS

Make your *RF* collection easy to find, organized, safe, and ready for instant use. Handsome official deep red binders are stamped in gold and hold 12 issues.. Include actual street address as well as P.O. Box number for quick delivery. NJ residents add sales tax, Canadians add G.S.T.

$9.50 + $1.00 postage each.
($5.00 postage each outside U.S.A.)

TO ORDER CALL 1-800-474-6995

Carstens Publications, Inc.

THE CIRCUS MOVES BY RAIL

By Chappie Fox and Tom Parkinson. Giant 400 Page Volume, chock full of rare photos, illustrations, documents covering the railroad circus from its infancy through today. Features virtually every type of circus car from the beginning of the railroad circus to the modern tunnel cars of today. Learn who pioneered circus travel by rail, evolution of circus rail cars, problems with routing, costs. Includes the great Ringling Bros., Barnum & Bailey Show, Hagenbeck-Wallace, Clyde Beatty, Wild West, Cole Bros., Robbins Bros., Al G. Barnes-Sells Floto, Walter L. Main, Sparks and many more. 400 pgs., profusely illustrated, heavy coated paper.

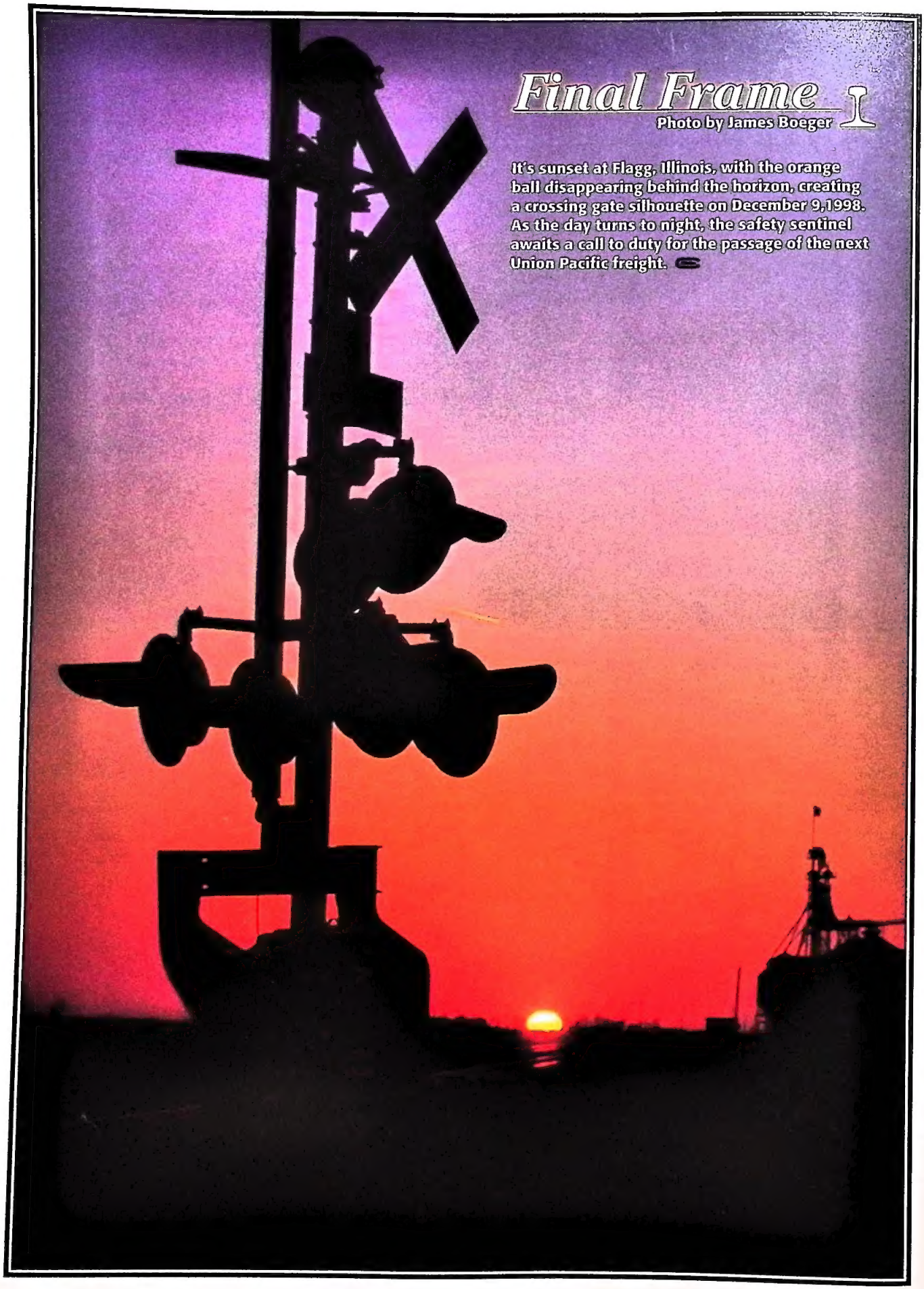
S&H In US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

DELUXE HARDBOUND EDITION
(C00085).....$54.95 + S&H

PAPER BOUND EDITION
(C00084).....$39.95 + S&H

TO ORDER CALL:
1-800-474-6995

Carstens PUBLICATIONS, INC.



Final Frame

Photo by James Boeger

It's sunset at Flagg, Illinois, with the orange ball disappearing behind the horizon, creating a crossing gate silhouette on December 9,1998. As the day turns to night, the safety sentinel awaits a call to duty for the passage of the next Union Pacific freight.

email us at: ronsbooks@aol.com
Visit our improved website: www.ronsbooks.com
now fully functional!

Ron's Books

VISA MasterCard AMERICAN EXPRESS

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

Special Offer - Audio CD's

Big Train Sounds	23.00
From Safety Valves to Ribbon Rails	15.00
Riding in an Open Vestibule	15.00
Train Tracks: Vol 1. Way Out West	24.00
Vol 2 Back East	24.00
Vol 3 An Hour in the Tower	15.00
Treasury of Amer. RR Songs, Ballads & Folklore	20.00

A.C. Gilbert's Famous American Flyer Trains	38.00
Alaska /Yukon Railroads	40.00
American Car & Foundry	64.00
Atlantic Coast Line Color Guide Frt. & Pass Equipt	44.00
Atlantic Coast Line-Pass.Service-Postwar Yrs	25.00
Atlantic Coast Line Railway-Ships (Prince)	45.00
The Big Guys (Olmsted)	34.25
Boston & Maine City & Shore	72.00
Canadian Nat. Color Guide Frt. & Pass Equipt V1	44.00
Chessie System Cumberland Action	36.00
Cheyenne Line - Burlington Route	24.00
Civil War Railroads (Abdill)	34.00
Cleveland Transit Years/When Clvlnd had a Subway	16.00
Conrail Color Guide to Freight Equipt V1	44.00
Contemporary Diesel Spotters Guide (Marre)	22.50
CSX Diesel Locomotives in Color	36.00
Delaware Lackawanna & Western-19th Century	55.00
Del., Lack. & Western in the 20th Century V1 (Taber)	45.00
Del., Lack. & Western in the 20th Century V2 (Taber)	55.00
Desert Railroading - Color (Schmollinger)	42.50
Diesels of the Union Pacific 1934-1982 Vol 1	40.50
Electric Railways	22.50
Freight Terminals & Trains (Droege) S/C	40.00
F-Units: The Diesels that Did It	18.00
General Motors New Look Bus Photo Archive	27.00
Grand Central (Middleton)	30.00
Greenberg's Guide to MTH Electric Trains	31.50
Historical Guide to North American RRs	26.00
Illus. Encyc. of RR Lighting V2 RR Signal Lamp	63.00
Kansas City Southern in Deramus Era	45.00
Landmarks on the Iron Road	36.00
Locomotive Cyclopedia	H/C 54.00
L&N Cumberland Valley	27.00
Magnetic North - Canadian Steam in Twilight	36.00
The Maine Two-Footers	40.50

Ron's Videos

Allen Keller's Great Model Railroads

Volumes 1-35	ea36.00

Charles Smiley Productions

Donner Pass Thunder	26.00
Great Shortlines West	26.00
Soldier Summit Reflections	27.00
SP Extreme	26.00
SP When (Vintage SP)	26.00
Tennesee Pass (Colorado) Start to Finish	26.00
Western Pacific The Last Decade	26.00

Trains on Location

Amtrak's Northeast Corridor	27.00
Canadian Crossing	27.00
Conrail in New England	27.00
Feather River	27.00
Hudson River Thunder	27.00
Powder River Showdown	27.00
Showdown on Lake Erie (Conrail vs. NS)	27.00
Steven's Pass	27.00

Pentrex

Big Boys on TV	25.00
Great American Circus & Show Trains	25.00
Hot Rails through the Twin Cities	25.00
Juice - Final Three Electric Interurban Survivors	25.00
KCS - Across the Meridian Subdivision	25.00
Tour of the M-10,000	25.00
Trains Along the Upper Mississippi V1 or 2	ea 25.00
Trains on the High Plains	17.00
Western Pacific on TV	14.00

"WHATS NEW?"

American Diesel Locomotives	27.00
Baltimore & Ohio Color History	22.50
Budd Passenger Cars Vol 2 New York Central	36.00
Building a Lima Locomotive	21.00
Building City Scenery for your Model Railroad	17.00
Chicago & North Western Sys. Pass. Service	25.00
Classic Diesels of the South	24.50
Colorado Rail Annual #9 Galloping Geese	27.00
Conquering the Appalachians (W. Md.)	48.00
Critters, Dinkys & Centercabs	26.00
Critters Vol 1 - Atlas, Brookville, Lakewood, Milw, Plymouth	28.00
Critters Vol 2 - Davenport, G.E./Rogers, Vulcan	28.00
CSX Keystone Subdivision on Sand Patch Grade	44.50
Lewiston and the Pennsylvania Railroad	27.00
Lima Route	45.00
L&N Pass. Trains - Pan Amer. Era 1921-1971	31.00
New Haven RR Streamline Pass. Fleet 1934-53	26.00
Norfolk Southern Locomotive Directory 2000	16.00
Norfolk & Western Color Guide Frt & Pass Equip.	44.00
Norfolk & Western Electrics	27.00
Norfolk & Western Pass. Service 1945-1971	26.00
Pennsylvania Railroad in Indiana (Watt)	45.00
Railway Prototype Cyclopedia Vol 1-4	ea 19.00
The RGS Story Vol. 8	65.00
A Sampling of Penn Central - Southern Region on Display (Taylor)	54.00
Southern Pacific's Shasta Route (Signor)	58.50
SP Official Color Photo V1 (Thompson)	44.00
Southern Railway Pictorial - Color (Ward)	21.00
Standard Guide to Athearn Model Trains	22.50
This Train is Bound for Glory-Chapel Cars	40.50
Trackside Around Boston 1942-62 w/ Lawson Hill	44.00
Trackside Around Phila. 1946-1969	44.00
Trackside St. Louis 1952-59 w/ Jim Ozment	44.00
Trains of the Circus 1872-1956 Photo Archive	27.00
Two Foot Cyclopedia - Kingfield, Maine	40.00
Union Pacific Diesel Vol. 1 Dieselization 1959	54.00
Union Pacific Locomotive Directory 2000	19.00
Westchester County's Million-Dollar-a-Mile Railroad (back in print)	16.00
Yet There Isn't a Train I Wouldn't Take (Middleton)	36.00

Malbone Street Wreck H/C ...30.00 S/C	18.00
Mil. Road Color Guide to Frt. & Pass Equipt V2	44.00
NEB&W Guide to Steam Era Kits Part A	27.00
NEB&W Guide to Steam Era Kits Part B	31.50
NEB&W Guide III	34.00
NEB&W Guide to Scenery Structures & Details	45.00
NEB&W Update I Painting	18.00
NEB&W Update II	27.00
New York Central Railroad - Color History	20.00
NYC Stations & Terminals	26.00
Northern Indiana Railway (CERA B132)	49.50
North. RRs in Civil War 1861-65 H/C 31.50; S/C	15.25
North Shore South Shore	39.00
150 Years of Model Trains	28.00
One Track Mind	42.00
Pennsy Electric Pictorial	36.00
Pennsy Streamliners-Blue Ribbon Fleet	45.00
PRR Triumph 1 Altoona to Pitcairn	58.50
PRR Triumph II(Phila. to Harrisburg 1828-1998)	58.50
Railroad Artistry of Howard Fogg	45.00
Railroad Atlas of the Northeast (Revised); New England & Maritime Canada	each 23.00
Railroad Atlas of North America- CA&NV; GLW; PNW; GLE; CO&UT; AZ&NM; Appl. & Pied.; South.East	each 22.00
Railroad Ferries of the Hudson H/C...31.50 S/C	18.00
Rails to Gold & Silver	21.00
Reading Railroad Station Pictorial Vol 1 H/C	35.00
Reading RR Station Pictorial V1,2,3 or 4 S/C	ea 27.00
Remembering Santa Fe (Olmsted)	36.00
The RGS Story Vol 1, 3, 4, 5, 6 or 7	ea 65.00
Rights of Trains	27.00

Rio Grande Secret Places Vol 2	45.00
Santa Fe Steam Pictorial	18.00
Seaboard Air Line Ry-Steam Boat, Locos (Prince)	45.00
Shay-The Supplement-Update	23.50
Siskiyou Line H/C 44.00; S/C	22.50
Snowbound Streamliner (Signor)	45.00
South Shore (Middleton - revised 2nd ed.)	31.50
Southern Pacific's Coast Line Pictorial	58.50
SP 4-6-0 Class	23.00
SP TW Class 4-8-0 Pictorial	23.00
SP AC4-AC6 #4100-#4150 AC 4-8-8-2 Pictorial	23.00
SP AC7-AC8 #4151-#4204 AC 4-8-8-2 Pictorial	23.00
SP Mountain 4-8-2 Pictorial	23.00
SP Northern 4-8-4 Pictorial	23.00
SP Pacific 4-6-2 Pictorial	23.00
SP Type 4-10-2 Pictorial	23.00
Steam Locos of the Balt. & Ohio (Edson)	20.00
Steam Locos of the New Your Central (Edson)	45.00
To Stratford Under Steam (CNR)	38.00
TM Lionel Price & Rarity Guide Part 1 or 2	ea 18.00
Trackside Along the B&O 1957-58 w/ Ed Griffith	44.00
Trackside Around Chicago1957-65 w/ George Speir	44.00
Trackside Around Scranton 1952-76 w/ E.S. Miller	44.00
Trains of the Twin Ports	27.00
Two Feet to Togus	35.00
UP Cheyenne	160.00
Union Pacific Sherman Hill the Diesel Era	43.00
Union Station Kansas City	36.00
Uintah Railway Pictorial Vol. 1	47.00
Virginia & Truckee	45.00
Western Pacific Steam Pictorial	23.00
Working on the Western Maryland	31.50
World Gazetteer North America Part 4	25.00

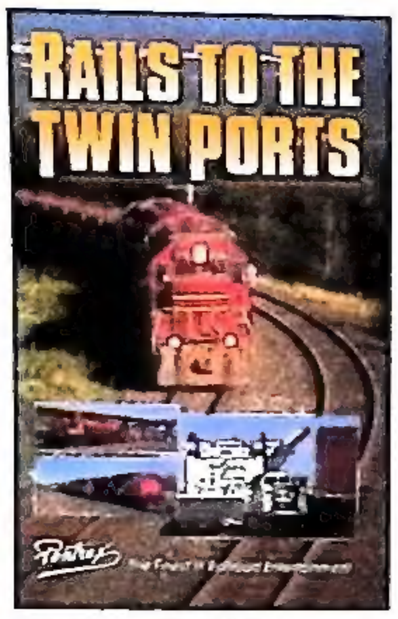
RON'S COLLECTOR'S CORNER

50 Best of the B&O Vol 1-5	ea 50.00
50 Best of the Ma & Pa Vol 1	50.00
50 Best of the New York Central V 1-3	ea 50.00
50 Best of the PRR Vol 1-4	ea 50.00
50 Best of the Western Maryland Vol 1 & 2	100.00
Argent - Last of the Swamp Rats	70.00
Aurora & Elgin (Johnson)	75.00
Chesapeake & Ohio Diesel Review	80.00
Chicago's Motor Coaches 2 Vol	100.00
Colorado Midland (Cafky)	225.00
Colorado Midland (Abbott)	50.00
Colorado Rail Annuals 1963-1970 each year	30.00
Crystal River Pictorial	55.00
Days Along the Buckwheat & Dandelion	50.00
Doodlebugs (McCall)	260.00
Down at the Depot (Alexander)	60.00
El Dorado Narrow Gauge	100.00
Electric Way Across the Mountains	275.00
George L. Beam 2 Vol	100.00
Giant's Ladder	100.00
Locomotives of the PRR 1834-1924 (Warner)	45.00
Mineral Belt 3 Vols	250.00
Movie Railroads	85.00
New Lake Shore Electric Vol 4	35.00
New Northern Ohio Interurbans Vol 5	50.00
Northern California RRs Vol 1 & 2	125.00
On the Mainline - PRR (Alexander)	90.00
Otto C. Perry Photo Catalog 2 Vols	50.00
Railroads of Northern Colorado	65.00
Rainbow Route - Signed & Numbered	85.00
Ride the Red Devils - Ohio Trolley Vol 1	40.00
Rio Grande Pictorial	55.00
Roaring Fork Valley	85.00
Santa Fe Diesels & Cars (Wayner)	50.00
Southern Pacific Review (call for years)	50.00
SP's Motive Power Annual (call for years)	50.00
Union Pacific 1977-80	85.00
Unique New York & Long Branch	60.00

Locomotive Cyclopedias, Car Builder's Cyclopedias & Track Cyclopedias - Call for Years and Prices

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

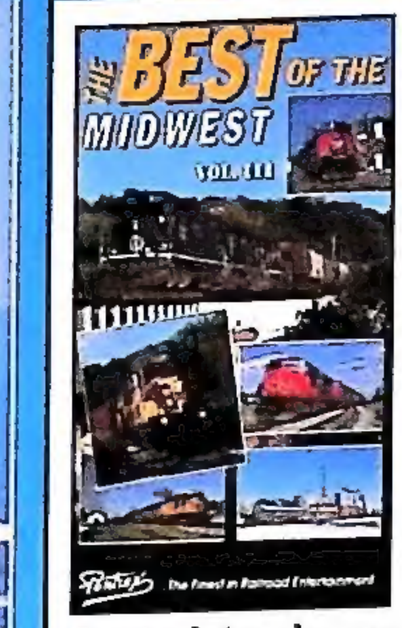
WE BUY COLLECTIONS



Rails to the Twin Ports New!

Pentrex cameras spent all four seasons of the year exploring the railroad facilities at the major Great Lakes shipping terminals of Duluth, Minnesota and Superior, Wisconsin. Six major railroads serve the Twin Ports: Burlington Northern Santa Fe, Union Pacific, Canadian Pacific, Canadian National, Wisconsin Central, and the ore-hauling Duluth, Missabe & Iron Range. Most train traffic terminates at the Ports where coal, grain, and taconite are transloaded onto ships, but there are also through freights carrying merchandise between Chicago and Canada. You'll be thrilled to see how the Twin Ports serve as one of the major railroad hubs in the country!

114 Minutes #TWINP #29.95



The Best of the New! Midwest, Volume III

I&M Rail Link and Wisconsin Central are the featured regionals in Volume III of this popular series. We follow a train powered by an ex-Southern Railway of British Columbia SD38-2 and a New York Susquehanna and Western SD45 on IMRL's Fourth Sub between Mason City and Marquette, Iowa. On Wisconsin Central tracks we spot trains from the Canadian National, Union Pacific, and CSX, along with WC's own movements.

Union Pacific provides mainline action on the old Rock Island "Spine Line" from Mason City, Iowa to the Twin Cities as well as on the Coffeyville Sub and in Kansas City, Kansas. In Iowa, Illinois Central's main line hosts freight pulled by IC's SD70s and GP11s. Meanwhile, BNSF and Canadian Pacific trains are highlighted as they cross scenic river bridges in Minnesota and Wisconsin. It's the finest in Midwestern railroading!

81 Minutes #BMW3 $19.95

Check or Money Order Visa/MasterCard Discover/American Express

Please add $4.00 shipping per order, plus $1.00 for each additional tape. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional tape. All other International customers add $10.00 per tape. California residents please add 8.25% sales tax.

800-950-9333

24 Hour Automated Ordering
Operators Available 9-5 M-F PT.
FAX 626-793-3797

email: pentrexweb@earthlink.net
www.pentrex.com

Pentrex

P.O. Box 94911, Pasadena, CA 91109-4911

MAGO *CALL OR WRITE FOR FREE CATALOG*

Order Both Tapes Today!